A

VOYAGE

ROUND THE

WORLD,

In the Years MDCCXL, I, II, III, IV.

BY

GEORGE ANSON, Esq;

Now LORD ANSON,

Commander in Chief of a Squadron of His Majesty's Ships, sent upon an Expedition to the *South-Seas*.

COMPILED

From his PAPERS and MATERIALS,

By RICHARD WALTER, M. A.

Chaplain of His MAJESTY's Ship the *Centurion*, in that Expedition.

With CHARTS of the Southern Part of *South America*, of Part of the *Pacific Ocean*, and of the Track of the *Centurion* round the World.

The SIXTH EDITION.

LONDON:

Printed for JOHN and PAUL KNAPTON, in Ludgate-Street, MDCCXLIX.

TO

HIS GRACE
JOHN,

Duke of Bedford, Marquis of Tavistock,
Earl of Bedford, Baron Russel, Baron
Russel of Thornhaugh, and Baron
Howland, of Streatham,

One of His Majesty's Principal Secretaries of State, and Lieutenant,
and Custos Rotulorum of the County
of Bedford,

BRITISH MUSEUM

THE following Narrative of a very singular Naval atchievement is addressed to Your Grace, both on account of the infinite Obligations which the Commander in Chief at all times professes to have received from your Friendship; and also as the Subject itself naturally claims the patronage

TO

HIS GRACE,

JOHN,

Duke of *Bedford*, Marquis of *Taviſtock*, Earl of *Bedford*, Baron *Ruſſel*, Baron *Ruſſel* of *Thornhaugh*, and Baron *Howland*, of *Streatham*;

One of His Majeſty's Principal Secretaries of State; and Lord-Lieutenant, and Cuſtos Rotulorum of the County of BEDFORD.

My LORD,

THE following Narrative of a very ſingular naval atchievement is addreſſed to Your GRACE, both on account of the infinite obligations which the Commander in Chief at all times profeſſes to have received from your Friendſhip; and alſo, as the Subject itſelf naturally claims the

patronage of One, under whoſe direction, the *Britiſh* Navy has reſumed it's ancient Spirit and Luſtre, and has in one ſummer ennobled itſelf by two victories, the moſt deciſive, and (if the ſtrength and number of the captures be conſidered) the moſt important, that are to be met with in our Annals. Indeed, an uninterrupted ſeries of ſucceſs, and a manifeſt ſuperiority gained univerſally over the enemy, both in commerce and glory, ſeem to be the neceſſary effects of a revival of ſtrict diſcipline, and of an unbiaſſed regard to merit and ſervice. Theſe are marks that muſt diſtinguiſh the happy period of time in which Your GRACE preſided, and afford a fitter ſubject for hiſtory, than for an addreſs of this nature. Very ſignal advantages of rank and diſtinction, obtained and ſecured to the naval profeſſion by Your GRACE's auſpicious influence, will remain a laſting monument of Your unwearied zeal and attachment

tachment to it, and be for ever remembred with the higheſt gratitude, by all who ſhall be employed in it. As theſe were the generous rewards of paſt exploits, they will be likewiſe the nobleſt incentives, and ſureſt pledges of the future. That Your GRACE's eminent talents, magnanimity, and diſintereſted zeal, whence the Public has already reaped ſuch ſignal benefits, may in all times prove equally ſucceſsful in advancing the proſperity of *Great-Britain*, is the ardent wiſh of,

My LORD,

Your GRACE's

Moſt obedient,

Moſt devoted,

AND

Moſt humble Servant,

RICHARD WALTER.

Advertiſement.

THE Plates in the Quarto Edition being too numerous and large to be folded in an Octavo Volume, it has been thought proper to inſert only two Charts, of the moſt general Uſe; together with an additional Chart, ſhewing the Track of the *Centurion* round the World: But the Reader is deſired to take Notice, that the References to all the Plates are continued in this Edition; and compleat Setts of them are ſold by *J.* and *P. Knapton*, in *Ludgate-Street*.

2 JY 61

CONTENTS.

BOOK I.

CHAP. I.

OF the equipment of the ſquadron: The incidents relating thereto, from it's firſt appointment to it's ſetting ſail from St Helen's, Page 1

CHAP. II.

The paſſage from St Helen's *to the Iſland of* Madera, *with a ſhort account of that Iſland, and of our ſtay there,* 18

CHAP. III.

The hiſtory of the Spaniſh *ſquadron commanded by Don* Joſeph Pizarro, 26

CHAP. IV.

From Madera *to* St Catherine's, 45

CHAP. V.

Proceedings at St Catherine's, *and a deſcription of the place, with a ſhort account of* Brazil, 56

CHAP. VI.

The run from St Catherine's *to port* St Julian, *with ſome account of that port, and of the country to the ſouthward of the river of* Plate, 77

CHAP. VII.

Departure from the bay St Julian, *and the paſſage from thence to Streights* Le Maire, 96

CHAP. VIII.

From Streights Le Maire *to Cape* Noir, 105

CONTENTS.

CHAP. IX.

Obſervations and directions for facilitating the paſſage of our future Cruiſers round Cape Horn, 116

CHAP. X.

From Cape Noir *to the Iſland of* Juan Fernandes, 136

BOOK II.

CHAP. I.

The arrival of the Centurion *at the Iſland of* Juan Fernandes; *with a deſcription of that Iſland,* 149

CHAP. II.

The arrival of the Glouceſter *and the* Anna Pink *at the Iſland of* Juan Fernandes, *and the tranſactions at that place during this interval,* 173

CHAP. III.

A ſhort narrative of what befel the Anna Pink *before ſhe joined us, with an account of the loſs of the* Wager, *and of the putting back of the* Severn *and* Pearl, *the two remaining ſhips of the ſquadron,* 188

CHAP. IV.

Concluſion of our proceedings at Juan Fernandes, *from the arrival of the* Anna Pink, *to our final departure from thence,* 212

CHAP. V.

Our cruiſe from the time of our leaving Juan Fernandes, *to the taking the town of* Paita, 231

CHAP.

CHAP. VI.

The taking of Paita, *and our proceedings there,* 257

CHAP. VII.

From our departure from Paita, *to our arrival at* Quibo, 281

CHAP. VIII.

Our proceedings at Quibo, *with an account of the place,* 293

CHAP. IX.

From Quibo *to the coaſt of* Mexico, 310

CHAP. X.

An account of the commerce carried on between the city of Manila *on the Iſland of* Luconia, *and the port of* Acapulco *on the coaſt of* Mexico, 320

CHAP. XI.

Our cruiſe off the port of Acapulco *for the* Manila *ſhip,* 341

CHAP. XII.

Deſcription of the harbour of Chequetan, *and of the adjacent coaſt and country.* 353

CHAP. XIII.

Our proceedings at Chequetan *and on the adjacent coaſt, till our ſetting ſail for* Aſia, 365

CHAP. XIV.

A brief account of what might have been expected from our ſquadron, had it arrived in the South-Seas, *in good time,* 378

BOOK.

CONTENTS.

BOOK III.

CHAP. I.

The run from the coast of Mexico *to the* Ladrones *or* Marian *Islands*, 393

CHAP. II.

Our arrival at Tinian, *and an account of the Island and of our proceedings there, till the* Centurion *drove out to sea*, 409

CHAP. III.

Transactions at Tinian *after the departure of the* Centurion, 430

CHAP. IV.

Proceedings on board the Centurion, *when driven out to sea*, 442

CHAP. V.

Employment at Tinian, *till the final departure of the* Centurion *from thence; with a description of the* Ladrones, 446

CHAP. VI.

From Tinian *to* Macao, 459

CHAP. VII.

Proceedings at Macao, 469

CHAP. VIII.

From Macao *to Cape* Espiritu Santo: *the taking of the* Manila *galeon, and returning back again*, 490

CHAP. IX.

Transactions in the river of Canton, 510

CHAP. X.

Proceedings at the city of Canton, *and the return of the* Centurion *to* England, 529

2 JY 61

INTRO-

INTRODUCTION.

NOtwithſtanding the great improvement of Navigation within the laſt two Centuries, a Voyage round the World is ſtill conſidered as an enterprize of ſo very ſingular a nature, that the Public have never failed to be extremely inquiſitive about the various accidents and turns of fortune, with which this uncommon attempt is generally attended. And though the amuſement expected in theſe narrations, is doubtleſs one great ſource of that curioſity, with the bulk of readers; yet the more intelligent part of mankind have always agreed, that from accounts of this nature, if faithfully executed, the more important purpoſes of Navigation, Commerce, and national intereſt may be greatly promoted: For every authentic deſcription of foreign coaſts and countries will contribute to one or more of theſe great ends, in proportion to the wealth, wants, or commodities of thoſe countries, and our ignorance of thoſe coaſts; and therefore a Voyage round the World promiſes a ſpecies of information of all others the moſt deſirable and intereſting: ſince great part of it is performed in ſeas, with which we are as yet but very imperfectly acquainted, and in the neighbourhood of a country renowned for the abundance of it's wealth, though it is at the ſame

time

time ſtigmatiſed for it's poverty, in the neceſſaries and conveniencies of a civilized life.

Theſe conſiderations have occaſioned the compiling the enſuing work; which, in gratifying the inquiſitive diſpoſition of mankind, and contributing to the ſafety and ſucceſs of future navigators, and to the extenſion of our commerce and power, may doubtleſs vie with any narration of this kind hitherto made public: Since as to the firſt of theſe heads it may well be ſuppoſed, that the general curioſity hath been ſtrongly excited by the circumſtances of this undertaking already known to the world; for whether we conſider the force of the ſquadron ſent on this ſervice, or the diverſified diſtreſſes that each ſingle ſhip was ſeparately involved in, or the uncommon inſtances of varying fortune, which attended the whole enterprize, each of theſe articles, I conceive, muſt, from it's rude, well-known outlines, appear worthy of a compleater and more finiſhed delineation: And if this be allowed with reſpect to the narrative part of the work, there can be no doubt about the more uſeful and inſtructive parts, which are almoſt every where interwoven with it; for I can venture to affirm, without fear of being contradicted on a compariſon, that no voyage hitherto publiſhed, furniſhes ſuch a number of views of land, ſoundings, draughts of roads and ports, charts, and other materials, for the improvement of Geography and Navigation, as are contained in the enſuing volume; which are the more valuable too, as the greateſt part of them relate to ſuch Iſlands or Coaſts, as have been hitherto not at all, or erroneouſly deſcribed, and where the want of ſufficient and authentic information might occaſion future enterprizes to prove abortive, perhaps with

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the deſtruction of the ſhips and men employed therein.

And beſides the number and choice of theſe marine drawings and deſcriptions, there is another very eſſential circumſtance belonging to them, which much enhances their worth; and that is, the great accuracy with which they were executed. I ſhall expreſs my opinion of them in this particular very imperfectly, when I ſay that they are not exceeded, and perhaps not equalled, by any thing of this nature which hath as yet been communicated to the world: For they were not copied from the works of others, or compoſed at home from imperfect accounts, given by incurious and unſkilful obſervers, (a practice too frequent in theſe matters) but the greateſt part of them were delineated on the ſpot, with the utmoſt exactneſs, by the direction, and under the eye, of Mr *Anſon* himſelf; and where (as is the caſe in three or four of them) they have been done by leſs ſkillful hands, or were found in poſſeſſion of the enemy, and conſequently their juſtneſs could be leſs relied on, I have always taken care to apprize the reader of it, and to put him on his guard againſt giving entire credit to them; altho' I doubt not, but theſe leſs authentic draughts, thus cautiouſly inſerted, are to the full as correct as thoſe which are uſually publiſhed on theſe occaſions. For as actual ſurveys of roads and harbours, and nice and critical delineations of views of land, take up much time and attention, and require a good degree of ſkill both in planning and drawing, thoſe who are defective in induſtry and ability, ſupply theſe wants by bold conjectures and fictitious deſcriptions; and as they can be no otherwiſe confuted than by going on the ſpot, and running the riſque of ſuf-

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fering by their misinformation, they have no apprehensions of being detected; and therefore, when they intrude their suppositious productions on the public, they make no conscience of boasting at the same time, with how much skill and care they are performed. But let not those who are unacquainted with naval affairs imagine, that impositions of this kind are of an innocent nature; for as exact views of land are the surest guide to a seaman, on a coast where he has never been before, all actions in so interesting a matter must be attended with numerous dangers, and sometimes with the destruction of those who are thus unhappily deceived.

Besides these draughts of such places as Mr *Anson* or the ships under his command have touched at in the course of this expedition, and the descriptions and directions relating thereto, there is inserted, in the ensuing work, an ample account, with a chart annexed to it, of a particular navigation, of which hitherto little more than the name has been known, except to those immediately employed in it: I mean the track described by the *Manila* ship, in her passage to *Acapulco*, through the northern part of the *Pacific* Ocean. This material article is collected from the draughts and journals met with on board the *Manila* galeon, founded on the experience of more than a hundred and fifty years practice, and corroborated in it's principal circumstances by the concurrent evidence of all the *Spanish* prisoners taken in that vessel. And as many of their journals, which I have examined, appear to have been not ill kept; I presume, the chart of that northern Ocean, and the particulars of their route through it, may be very safely relied on by future Navigators. The advantages which may be drawn from an exact

knowledge

knowledge of this navigation, and the beneficial projects that may be formed thereon, both in war and peace, are by no means proper to be diſcuſſed in this place: But they will eaſily offer themſelves to the ſkillful in maritime affairs. However, as the *Manila* ſhips are the only ones which have ever traverſed this vaſt ocean, except a *French* ſtraggler or two, which have been afterwards ſeized on the coaſt of *Mexico*, and as, during near two ages, in which this trade has been carried on, the *Spaniards* have, with the greateſt care, ſecreted all accounts of their voyages from the reſt of the world; theſe reaſons alone would authorize the inſertion of thoſe papers, and would recommend them to the inquiſitive, as a very great improvement in Geography, and worthy of attention from the ſingularity of many circumſtances therein recited. I muſt add too (what in my opinion is far from being the leaſt recommendation of theſe materials) that the obſervations of the variation of the compaſs in that Ocean, which are laid down in the chart from theſe *Spaniſh* journals, tend greatly to compleat the general ſyſtem of the magnetic variation, of infinite import to the commercial and ſea-faring part of mankind. Theſe obſervations were, though in vain, often publickly called for by our learned countryman the late Dr *Halley*, and to his immortal reputation they confirm, as far as they extend, the wonderful hypotheſis he had entertained on this head, and very nearly correſpond in their quantity, to the predictions he publiſhed above fifty years ſince, long before he was acquainted with any one obſervation made in thoſe ſeas. The aſcertaining the variation in that part of the world is juſt now too of more than ordinary conſequence, as the Editors of a new variation chart, lately

lately published, have, for want of proper information, both misled by bad European authority, and have mistaken the very species of variation in that northern ocean; for they make it westerly where it is easterly, and have laid it down 12° or more different from it's real quantity.

Thus much it has been thought necessary to premise, with regard to the Hydrographical and Geographical part of the ensuing work; which it is hoped the reader will, on perusal, find much simpler and more important than this slight sketch can well explain. But as there are hereafter occasionally interspersed some accounts of *Spanish* transactions, and many observations relating to the disposition of the *American Spaniards*, and to the condition of the countries bordering on the *South-Seas*, and as herein I may appear to differ greatly from the opinions generally established; I think it behoves me particularly to recite the authorities I have been guided by in these matters, that I may not be confuted, as having given way either to a thoughtless credulity on one hand, or, what would be a much more criminal imputation, to a wilful and deliberate misrepresentation on the other.

Mr *Anson*, before he set sail upon this expedition, besides the printed journals to those parts, took care to furnish himself with the best manuscript accounts he could procure of all the *Spanish* settlements upon the coasts of *Chili*, *Peru*, and *Mexico*. These he carefully compared with the examinations of his prisoners, and the informations of several intelligent persons, who fell into his hands in the *South-Seas*. He had likewise the good fortune, in some of his captures, to possess himself of a great number of letters and papers of a public nature,

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many of them written by the Viceroy of *Peru* to the Viceroy of *Santa Fee*, to the Presidents of *Panama* and *Chili*, to Don *Blas de Lezo*, Admiral of the galeons, and to divers other persons in considerable employments; and in these letters there was usually inserted a recital of those they were intended to answer; so that they contained no small part of the correspondence between those officers for some time previous to our arrival on that coast: We took, besides many letters sent from persons entrusted by the *Spanish* Government to their friends and correspondents, which were frequently filled with narrations of public business, and sometimes contained undisguised animadversions on the views and conduct of their superiors. From these materials those accounts of the *Spanish* affairs are drawn, which may at first sight appear the most exceptionable. In particular, the history of the various casualties, which befel *Pizarro*'s squadron, is for the most part composed from intercepted letters. Though indeed the relation of the insurrection of *Orellana* and his followers, is founded on rather a less disputable authority: For it was taken from the mouth of an *English* Gentleman then on board *Pizarro*, who often conversed with *Orellana*; and it was, upon enquiry, confirmed in it's principal circumstances by others who were in the ship at the same time: So that the fact, however extraordinary, is, I conceive, not to be contested.

And on this occasion I cannot but mention, that though I have endeavoured, with my utmost care, to adhere strictly to truth in every article of the ensuing narration; yet I am apprehensive, that in so complicated a work, some oversights must have been committed, by the inattention to which at times

all mankind are liable. However, I am as yet conſcious of none but literal and inſignificant miſtakes: And if there are others more conſiderable, which have eſcaped me; I flatter myſelf they are not of moment enough to affect any material tranſaction, and therefore I hope they may juſtly claim the reader's indulgence.

After this general account of the enſuing work, it might be expected, perhaps, that I ſhould proceed to the work itſelf, but I cannot finiſh this Introduction, without adding a few reflexions on a matter very nearly connected with the preſent ſubject; and, as I conceive, neither deſtitute of utility, nor unworthy the attention of the public; I mean, the animating my countrymen both in their public and private ſtations, to the encouragement and purſuit of all kinds of geographical and nautical obſervations, and of every ſpecies of mechanical and commercial information. It is by a ſettled attachment to theſe ſeemingly minute particulars, that our ambitious neighbours have eſtabliſhed ſome part of that power, with which we are now ſtruggling: And as we have the means in our hands of purſuing theſe ſubjects more effectually, than they can, it would be a diſhonour to us longer to neglect ſo eaſy and beneficial a practice. For, as we have a Navy much more numerous than theirs, great part of which is always employed in very diſtant ſtations, either in the protection of our colonies and commerce, or in aſſiſting our allies againſt the common enemy; this gives us frequent opportunities of furniſhing ourſelves with ſuch kind of materials, as are here recommended, and ſuch as might turn greatly to our advantage either in war or peace. Since, not to mention what might be expected from the officers

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of the Navy, if their application to theſe ſubjects was properly encouraged, it would create no new expence to the Government to eſtabliſh a particular regulation for this purpoſe; as all that would be requiſite, would be conſtantly to embark on board ſome of our men of war, which are ſent on theſe diſtant cruiſes, a perſon, who with the character of an engineer, and the ſkill and talents neceſſary to that profeſſion, ſhould be employed in drawing ſuch coaſts, and planning ſuch harbours, as the ſhip ſhould touch at, and in making ſuch other obſervations of all kinds, as might either prove of advantage to future Navigators, or might any ways tend to promote the public ſervice. Perſons habituated to theſe operations (which could not fail at the ſame time of improving them in their proper buſineſs) would be extremely uſeful in many other lights, beſides thoſe already mentioned, and might tend to ſecure our fleets from thoſe diſgraces, with which their attempts againſt places on ſhore have been often attended. And, in a Nation like ours, where all ſciences are more eagerly and univerſally purſued, and better underſtood than in any other part of the world; proper ſubjects for theſe employments could not long be wanting, if due encouragement were given to them. This method here recommended is known to have been frequently practiſed by the *French*; particularly in the inſtance of Monſ. *Frezier*, an Engineer, who has publiſhed a celebrated voyage to the *South-Seas*. For this perſon, in the year 1711, was purpoſely ſent by the *French* King into that country on board a merchantman, that he might examine and deſcribe the coaſt, and take plans of all the fortified places; the better to enable the *French* to proſecute their illicit trade,

or, on a rupture between them and the court of *Spain*, to form their enterprizes in thoſe ſeas with more readineſs and certainty. Should we purſue this method, we might hope, that the emulation amongſt thoſe who were commiſſioned for theſe undertakings, and the experience, which even in the moſt peaceable intervals, they would hereby acquire, might at length procure us a proper number of able Engineers, and might efface the national ſcandal, which our deficiency in that ſpecies of men has ſometimes expoſed us to: And ſurely, every ſtep to encourage and improve them, is of great moment to the public; as no perſons, when they are properly inſtructed, make better returns in war, for the diſtinctions and emoluments beſtowed on them in time of peace. Of which the advantages the *French* have reaped from their dexterity (too numerous and recent to be ſoon forgot) are an ample confirmation.

And having mentioned Engineers, or ſuch as are ſkilled in drawing, and the other uſual practices of that profeſſion, as the propereſt perſons to be employed in theſe foreign enquiries, I cannot (as it offers itſelf ſo naturally to the ſubject in hand) but lament, how very imperfect many of our accounts of diſtant countries are rendered by the relators being unſkilled in drawing, and in the general principles of ſurveying; even where other abilities have not been wanting. Had more of our travellers been initiated in theſe acquirements, and had there been added thereto ſome little ſkill in the common aſtronomical obſervations, (all which a perſon of ordinary talents might attain, with a very moderate ſhare of application) we ſhould by this time have ſeen the geography of the globe much correcter than we now find it;

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the dangers of navigation would have been conſiderably leſſened, and the manners, arts, and produce of foreign countries, would have been better known to us, than they are. Indeed, when I conſider, the ſtrong incitements that all travellers have to purſue ſome part, at leaſt of theſe qualifications, eſpecially drawing; when I conſider how much it would facilitate their obſervations, aſſiſt and ſtrengthen their memories, and of how tedious, and often unintelligible, a load of deſcription it would rid them; I cannot but wonder that any perſon, who intends to viſit diſtant countries, with a view of informing either himſelf or others, ſhould be wanting in ſo neceſſary a piece of ſkill. And to inforce this argument ſtill further, I muſt add, that beſides the uſes of drawing, already mentioned, there is one, which, tho' not ſo obvious, is yet perhaps of more conſequence than all that has been hitherto urged; I mean the ſtrength and diſtinguiſhing power it adds to ſome of our faculties. This appears from hence, that thoſe who are uſed to draw objects, obſerve them with more accuracy, than others who are not habituated to that practice. For we may eaſily find, by a little experience, that when we view any object, however ſimple, our attention or memory is ſcarcely at any time ſo ſtrong, as to enable us, when we have turned our eyes away from it, to recollect exactly every part it conſiſted of, and to recal all the circumſtances of it's appearance; ſince, on examination, it will be diſcovered, that in ſome we were miſtaken, and others we had totally overlooked. But he that is accuſtomed to draw what he ſees, is at the ſame time accuſtomed to rectify this inattention, for by confronting his ideas copied on the paper, with the object he intends to repreſent, he finds out what circumſtance has

deceived

deceived him in it's appearance; and hence he at length acquires the habit of obſerving much more at one view, and retains what he ſees with more correctneſs than he could ever have done, without his practice and proficiency in drawing.

If what has been ſaid merits the attention of Travellers of all ſorts, it is, I think, more particularly applicable to the gentlemen of the Navy; ſince, without drawing and planning, neither charts nor views of land can be taken; and without theſe it is ſufficiently evident, that navigation is at a full ſtand. It is doubtleſs from a perſuaſion of the utility of theſe qualifications, that his Majeſty has eſtabliſhed a Drawing-Maſter at *Portſmouth*, for the inſtruction of thoſe, who are preſumed to be hereafter intruſted with the command of his Royal Navy: And though ſome have been ſo far miſled, as to ſuppoſe, that the perfection of Sea-officers conſiſted in a turn of mind and temper reſembling the boiſterous element they had to deal with, and have condemned all literature and ſcience as effeminate and derogatory to that ferocity, which, they would falſely perſuade us, was the moſt unerring characteriſtic of courage: Yet it is to be hoped, that ſuch abſurdities as theſe have at no time been authoriſed by the public opinion, and that the belief of them daily diminiſhes. If thoſe who adhere to theſe miſchievous poſitions were capable of being influenced by reaſon, or ſwayed by example, I ſhould think it ſufficient for their conviction, to obſerve, that the moſt valuable drawings referred to in the following work, though done with ſuch a degree of ſkill, that even profeſſed artiſts can with difficulty imitate them, were taken by Mr *Peircy Brett*, one of Mr *Anſon*'s Lieutenants, and ſince Captain of the *Lion* man of war; who, in

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his memorable engagement with the *Elizabeth* (for the importance of the ſervice, or the reſolution with which it was conducted, inferior to none this age has ſeen) has given ample proof, that a proficiency in the arts I have been here recommending, is extremely conſiſtent with the moſt exemplary bravery, and the moſt diſtinguiſhed ſkill in every function belonging to the duty of a Sea-officer. Indeed, when the many branches of ſcience are attended to, of which even the common practice of navigation is compoſed, and the many improvements, which men of ſkill have added to this practice within theſe few years: it would induce one to believe, that the advantages of reflection and ſpeculative knowledge were in no profeſſion more eminent than in that of a ſea-officer: For, not to mention ſome expertneſs in geography, geometry, and aſtronomy, which it would be diſhonourable for him to be without, (as his journal and his eſtimate of the daily poſition of the ſhip are founded on particular branches of theſe arts) it may be well ſuppoſed, that the management and working of a ſhip, the diſcovery of her moſt eligible poſition in the water, (uſually ſtiled her Trim) and the diſpoſition of her ſails in the moſt advantageous manner, are articles, wherein the knowledge of mechanicks cannot but be greatly aſſiſtant. And perhaps the application of this kind of knowledge to naval ſubjects may produce as great improvements in ſailing and working a ſhip, as it has already done in many other matters conducive to the eaſe and convenience of human life. Since, when the fabric of a ſhip, and the variety of her ſails are conſidered, together with the artificial contrivances for adapting them to her different motions, as it cannot be doubted, but theſe things have been

brought

brought about by more than ordinary ſagacity and invention, ſo neither can it be doubted but that in ſome conjunctures a ſpeculative and ſcientific turn of mind, may find out the means of directing and diſpoſing this complicated mechaniſm, much more advantageouſly than can be done by mere habit, or by a ſervile copying of what others may perhaps have erroneouſly practiſed in ſimilar emergencies. But it is time to finiſh this digreſſion, and to leave the reader to the peruſal of the enſuing work; which, with how little art ſoever it may be executed, will yet, from the importance of the ſubject, and the utility and excellence of the materials, merit ſome ſhare of the public attention.

2 JY 61

A VOYAGE

A VOYAGE ROUND THE WORLD,

BY

GEORGE ANSON, Eſq;

Now LORD ANSON.

Commander in Chief of a Squadron of his MAJESTY's Ships.

BOOK I.

CHAP. I.

Of the equipment of the ſquadron: The incidents relating thereto, from its firſt appointment, to its ſetting ſail from St. *Helens*.

THE ſquadron under the Command of Mr. *Anſon* (of which I here propoſe to recite the moſt material proceedings) having undergone many changes in its deſtination, its force and its equipment, during the ten months

between its original appointment and its final ſailing from St. *Helens*; I conceive the hiſtory of theſe alterations is a detail neceſſary to be made public, both for the honour of thoſe who firſt planned and promoted this enterprize, and for the juſtification of thoſe who have been entruſted with its execution. Since it will from hence appear, that the accidents the expedition was afterwards expoſed to, and which prevented it from producing all the national advantages the ſtrength of the ſquadron, and the expectation of the public, ſeemed to preſage, were principally owing to a ſeries of interruptions, which delayed the Commander in the courſe of his preparations, and which it exceeded his utmoſt induſtry either to avoid or to get removed.

When in the latter end of the ſummer of the year 1739, it was foreſeen that a war with *Spain* was inevitable, it was the opinion of ſome conſiderable perſons then truſted with the Adminiſtration of affairs, that the moſt prudent ſtep the Nation could take, on the breaking out of the war, was attacking that Crown in her diſtant ſettlements; for by this means (as at that time there was the greateſt probability of ſucceſs) it was ſuppoſed that we ſhould cut off the principal reſources of the enemy, and ſhould reduce them to the neceſſity of ſincerely deſiring a peace, as they would hereby be deprived of the returns of that treaſure, by which alone they could be enabled to carry on a war.

In purſuance of theſe ſentiments, ſeveral projects were examined, and ſeveral reſolutions were

taken by the Council. And in all theſe deliberations it was from the firſt determined, that *George Anſon*, Eſq; then Captain of the *Centurion*, ſhould be employed as Commander in Chief of an expedition of this kind: And he at that time being abſent on a cruize, a veſſel was diſpatched to his ſtation ſo early as the beginning of *September*, to order him to return with his ſhip to *Portſmouth*. And ſoon after he came there, that is, on the 10th of *November* following, he received a letter from Sir *Charles Wager*, directing him to repair to *London*, and to attend the board of Admiralty: Where, when he arrived, he was informed by Sir *Charles*, that two Squadrons would be immediately fitted out for two ſecret expeditions, which however would have ſome connexion with each other: That he, Mr. *Anſon*, was intended to command one of them, and Mr. *Cornwall* (who hath ſince loſt his life glorioufly in the defence of his Country's honour) the other: That the ſquadron under Mr. *Anſon* was to take on board three Independent Companies of a hundred men each, and *Bland*'s regiment of Foot: That Colonel *Bland* was likewiſe to imbark with his regiment, and to command the land-forces: And that, as ſoon as this ſquadron could be fitted for the ſea, they were to ſet ſail, with expreſs orders to touch at no place till they came to *Java Head* in the *Eaſt-Indies*: That there they were only to ſtop to take in water, and thence to proceed to the city of *Manila*, ſituated on *Luconia*, one of the *Philippine* Iſlands: That the other ſquadron was to be of equal force with this commanded by Mr. *Anſon*, and was in-

tended to paſs round Cape *Horn* into the *South-Seas*, to range along that coaſt; and after cruizing upon the enemy in thoſe parts, and attempting their ſettlements, this ſquadron in its return was to rendezvous at *Manila*, there to join the ſquadron under Mr. *Anſon*, where they were to refreſh their men, and refit their ſhips, and perhaps receive orders for other conſiderable enterprizes.

This ſcheme was doubtleſs extremely well projected, and could not but greatly advance the Public Service, and the reputation and fortune of thoſe concerned in its execution; for had Mr. *Anſon* proceeded for *Manila* at the time and in the manner propoſed by Sir *Charles Wager*, he would, in all probability, have arrived there before they had received any advice of the war between us and *Spain*, and conſequently before they had been in the leaſt prepared for the reception of an enemy, or had any apprehenſions of their danger. The city of *Manila* might be well ſuppoſed to have been at that time in the ſame defenceleſs condition with all the other *Spaniſh* ſettlements, juſt at the breaking out of the war: That is to ſay, their fortifications neglected, and in many places decayed; their cannon diſmounted, or rendred uſeleſs by the mouldring of their carriages; their magazines, whether of military ſtores or proviſion, all empty; their garriſons unpaid, and conſequently thin, ill-affected, and diſpirited; and the royal cheſts in *Peru*, whence alone all theſe diſorders could receive their redreſs, drained to the very bottom: This, from the intercepted letters of their Viceroys and Governors, is well known

to have been the defenceleſs ſtate of *Panama*, and the other *Spaniſh* places on the coaſt of the *South-Sea*, for near a twelvemonth after our declaration of war. And it cannot be ſuppoſed that the city of *Manila*, removed ſtill farther by almoſt half the circumference of the globe, ſhould have experienced from the *Spaniſh* Government, a greater ſhare of attention and concern for its ſecurity, than *Panama*, and the other important ports in *Peru* and *Chili*, on which their poſſeſſion of that immenſe Empire depends. Indeed, it is well known, that *Manila* was at that time incapable of making any conſiderable defence, and in all probability would have ſurrendered only on the appearance of our ſquadron before it. The conſequence of this city, and the iſland it ſtands on, may be in ſome meaſure eſtimated, from the known healthineſs of its air, the excellency of its port and bay, the number and wealth of its inhabitants, and the very extenſive and beneficial commerce which it carries on to the principal Ports in the *Eaſt-Indies*, and *China*, and its excluſive trade to *Acapulco*, the returns for which, being made in ſilver, are, upon the loweſt valuation, not leſs than three millions of Dollars *per annum*.

On this Scheme Sir *Charles Wager* was ſo intent, that in a few days after this firſt conference, that is, on *November* 18, Mr. *Anſon* received an order to take under his command the *Argyle*, *Severn*, *Pearl*, *Wager*, and *Tryal Sloop*; and other orders were iſſued to him in the ſame month, and in the *December* following, relating to the victualling of this ſquadron. But Mr. *Anſon* attending

the Admiralty the beginning of *January*, he was informed by Sir *Charles Wager*, that for reaſons with which he, Sir *Charles*, was not acquainted, the expedition to *Manila* was laid aſide. It may be conceived, that Mr. *Anſon* was extremely chagrined at the loſing the command of ſo infallible, ſo honourable, and in every reſpect, ſo deſirable an enterprize, eſpecially too as he had already, at a very great expence, made the neceſſary proviſion for his own accommodation in this voyage, which he had reaſon to expect would prove a very long one. However, Sir *Charles*, to render this diſappointment in ſome degree more tolerable, informed him that the expedition to the *South-Seas* was ſtill intended, and that he, Mr. *Anſon*, and his ſquadron, as their firſt deſtination was now countermanded, ſhould be employed in that ſervice. And on the 10th of *January* he received his commiſſion, appointing him Commander in Chief of the forementioned ſquadron, which (the *Argyle* being in the courſe of their preparation changed for the *Glouceſter*) was the ſame he ſailed with above eight months after from St. *Helens*. On this change of deſtination, the equipment of the ſquadron was ſtill proſecuted with as much vigour as ever, and the victualling, and whatever depended on the Commodore, was ſoon ſo far advanced, that he conceived the ſhips might be capable of putting to ſea the inſtant he ſhould receive his final orders, of which he was in daily expectation. And at laſt, on the 28th of *June* 1740, the Duke of *Newcaſtle*, Principal Secretary of State, delivered to him his Majeſty's inſtructions,

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dated *January* 31, 1739, with an additional inſtruction from the Lords Juſtices, dated *June* 19, 1740. On the receipt of theſe, Mr. *Anſon* immediately repaired to *Spithead*, with a reſolution to ſail with the firſt fair wind, flattering himſelf that all his difficulties were now at an end. For though he knew by the muſters that his ſquadron wanted three hundred ſeamen of their complement, (a deficiency which, with all his aſſiduity, he had not been able to get ſupplied) yet, as Sir *Charles Wager* informed him, that an order from the board of Admiralty was diſpatched to Sir *John Norris* to ſpare him the numbers which he wanted, he doubted not of its being complied with. But on his arrival at *Portſmouth*, he found himſelf greatly miſtaken, and diſappointed in this perſuaſion: for on his application, Sir *John Norris* told him, he could ſpare him none, for he wanted men for his own fleet. This occaſioned an inevitable and a very conſiderable delay; for it was the end of *July* before this deficiency was by any means ſupplied, and all that was then done was extremely ſhort of his neceſſities and expectation. For Admiral *Balchen*, who ſucceeded to the command at *Spithead*, after Sir *John Norris* had ſailed to the weſtward, inſtead of three hundred able ſailors, which Mr. *Anſon* wanted of his complement, ordered on board the ſquadron a hundred and ſeventy men only; of which thirty-two were from the hoſpital and ſick quarters, thirty-ſeven from the *Saliſbury*, with three officers of Colonel *Lowther*'s regiment, and ninety-eight marines, and theſe

were all that were ever granted to make up the forementioned deficiency.

But the Commodore's mortification did not end here. It has been already obſerved, that it was at firſt intended that Colonel *Bland*'s regiment, and three independent companies of a hundred men each, ſhould embark as land-forces on board the ſquadron. But this diſpoſition was now changed, and all the land-forces that were to be allowed, were five hundred invalids to be collected from the out-penſioners of *Chelſea* college. As theſe out-penſioners conſiſt of ſoldiers, who from their age, wounds, or other infirmities, are incapable of ſervice in marching regiments, Mr. *Anſon* was greatly chagrined at having ſuch a decrepid detachment allotted him; for he was fully perſuaded that the greateſt part of them would periſh long before they arrived at the ſcene of action, ſince the delays he had already encountered, neceſſarily confined his paſſage round Cape *Horn* to the moſt rigorous ſeaſon of the year. Sir *Charles Wager* too joined in opinion with the Commodore, that invalids were no ways proper for this ſervice, and ſollicited ſtrenuouſly to have them exchanged; but he was told that perſons, who were ſuppoſed to be better judges of ſoldiers than he or Mr. *Anſon*, thought them the propereſt men that could be employed on this occaſion. And upon this determination they were ordered on board the ſquadron on the 5th of *Auguſt*: But inſtead of five hundred, there came on board no more than two hundred and fifty-nine; for all thoſe who had limbs and ſtrength to walk out of *Portſmouth* deſerted,

ſerted, leaving behind them only ſuch as were literally invalids, moſt of them being ſixty years of age, and ſome of them upwards of ſeventy. Indeed it is difficult to conceive a more moving ſcene than the imbarkation of theſe unhappy veterans: They were themſelves extremely averſe to the ſervice they were engaged in, and fully apprized of all the diſaſters they were afterwards expoſed to; the apprehenſions of which were ſtrongly mark'd by the concern that appeared in their countenances, which was mixed with no ſmall degree of indignation, to be thus hurried from their repoſe into a fatiguing employ, to which neither the ſtrength of their bodies, nor the vigour of their minds, were any ways proportioned, and where, without ſeeing the face of an enemy, or in the leaſt promoting the ſucceſs of the enterprize, they would in all probability uſeleſsly periſh by lingring and painful diſeaſes; and this too, after they had ſpent the activity and ſtrength of their youth in their Country's ſervice.

I cannot but obſerve, on this melancholy incident, how extremely unfortunate it was, both to this aged and diſeaſed detachment, and to the expedition they were employed in; that amongſt all the out-penſioners of *Chelſea* Hoſpital, which were ſuppoſed to amount to two thouſand men, the moſt crazy and infirm only ſhould be culled out for ſo laborious and perilous an undertaking. For it was well known, that however unfit, invalids in general might be for this ſervice, yet by a prudent choice, there might have been found amongſt them five hundred men who had ſome

remains

remains of vigour left: And Mr. *Anſon* fully expected, that the beſt of them would have been allotted him; whereas the whole detachment that was ſent to him, ſeemed to be made up of the moſt decrepid and miſerable objects, that could be collected out of the whole body; and by the deſertion abovementioned, theſe were a ſecond time cleared of that little health and ſtrength which were to be found amongſt them, and he was to take up with ſuch as were much fitter for an infirmary, than for any military duty.

And here it is neceſſary to mention another material particular in the equipment of this ſquadron. It was propoſed to Mr. *Anſon*, after it was reſolved that he ſhould be ſent to the *South-Seas*, to take with him two perſons under the denomination of Agent Victuallers. Thoſe who were mentioned for this employment had formerly been in the *Spaniſh Weſt-Indies*, in the *South-Sea* Company's ſervice, and it was ſuppoſed that by their knowledge and intelligence on that coaſt, they might often procure proviſions for him by compact with the inhabitants, when it was not to be got by force of arms: Theſe Agent Victuallers were, for this purpoſe, to be allowed to carry to the value of 15,000*l.* in merchandize on board the ſquadron; for they had repreſented, that it would be much eaſier for them to procure proviſions with goods, than with the value of the ſame goods in money. Whatever colours were given to this ſcheme, it was difficult to perſuade the generality of mankind, that it was not principally intended for the enrichment of the Agents, by the benefi-

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cial commerce they propoſed to carry on upon that coaſt. Mr. *Anſon* from the beginning, objected both to the appointment of Agent Victuallers, and the allowing them to carry a cargo on board the ſquadron: For he conceived, that in thoſe few amicable ports where the ſquadron might touch, he needed not their aſſiſtance to contract for any proviſions the place afforded; and on the enemy's coaſt, he did not imagine that they could ever procure him the neceſſaries he ſhould want, unleſs (which he was reſolved not to comply with) the military operations of his ſquadron were to be regulated by the ridiculous views of their trading projects. All that he thought the government ought to have done on this occaſion, was to put on board to the value of 2 or 3000 *l.* only of ſuch goods, as the *Indians*, or the *Spaniſh* Planters in the leſs cultivated part of the coaſt, might be tempted with; ſince it was in ſuch places only that he imagined it would be worth while to truck with the enemy for proviſions: And in theſe places it was ſufficiently evident, a very ſmall cargo would ſuffice.

But though the Commodore objected both to the appointment of theſe officers, and to their project, of the ſucceſs of which he had no opinion; yet, as they had inſinuated that their ſcheme, beſides victualling the ſquadron, might contribute to ſettling a trade upon that coaſt, which might be afterwards carried on without difficulty, and might thereby prove a very conſiderable national advantage, they were much liſtned to by ſome conſiderable perſons: And of the 15,000 *l.* which was to be

be the amount of their cargo, the Government agreed to advance them 10,000 upon impreſt, and the remaining 5000 they raiſed on bottomry bonds; and the goods purchaſed with this ſum, were all that were taken to ſea by the ſquadron, how much ſoever the amount of them might be afterwards magnified by common report.

This cargo was at firſt ſhipped on board the *Wager* Store-ſhip, and one of the Victuallers; no part of it being admitted on board the men of war. But when the Commodore was at St. *Catherine's*, he conſidered, that in caſe the ſquadron ſhould be ſeparated, it might be pretended that ſome of the ſhips were diſappointed of proviſions for want of a cargo to truck with, and therefore he diſtributed ſome of the leaſt bulky commodities on board the men of war, leaving the remainder principally on board the wager, where it was loſt: And more of the goods periſhing by various accidents to be recited hereafter, and no part of them being diſpoſed of upon the coaſt, the few that came home to *England*, did not produce, when ſold, above a fourth part of the original price. So true was the Commodore's judgment of the event of this project, which had been by many conſidered as infallibly productive of immenſe gains. But to return to the tranſactions at *Portſmouth*.

To ſupply the place of the two hundred and forty invalids which had deſerted, as is mentioned above, there were ordered on board two hundred and ten marines detached from different regiments: Theſe were raw and undiſciplined men, for they were juſt raiſed, and had ſcarcely any thing

thing more of the ſoldier than their regimentals, none of them having been ſo far trained, as to be permitted to fire. The laſt detachment of theſe marines came on board the 8th of *Auguſt*, and on the 10th the ſquadron ſailed from *Spithead* to St. *Helens*, there to wait for a wind to proceed on the expedition.

But the delays we had already ſuffered had not yet ſpent all their influence, for we were now advanced into a ſeaſon of the year, when the weſterly winds are uſually very conſtant, and very violent; and it was thought proper that we ſhould put to ſea in company with the fleet commanded by Admiral *Balchen*, and the expedition under Lord *Cathcart*. As we made up in all twenty-one men of war, and a hundred and twenty-four ſail of merchant-men and tranſports, we had no hopes of getting out of the Channel with ſo large a number of ſhips, without the continuance of a fair wind, for ſome conſiderable time. This was what we had every day leſs and leſs reaſon to expect, as the time of the equinox drew near; ſo that our golden dreams, and our ideal poſſeſſion of the *Peruvian* treaſures, grew each day more faint, and the difficulties and dangers of the paſſage round Cape *Horn* in the winter ſeaſon filled our imaginations in their room. For it was forty days from our arrival at St. *Helens*, to our final departure from thence: And even then (having orders to proceed without Lord *Cathcart*) we tided it down the Channel with a contrary wind. But this interval of forty days was not free from the diſpleaſing fatigue of often ſetting ſail, and being as often

often obliged to return; nor exempt from dangers, greater than have been ſometimes undergone in ſurrounding the globe. For the wind coming fair for the firſt time, on the 23d of *Auguſt*, we got under ſail, and Mr. *Balchen* ſhewed himſelf truly ſolicitous to have proceeded to ſea, but the wind ſoon returning to its old quarter, obliged us to put back to St *Helens*, not without conſiderable hazard, and ſome damage received by two of the tranſports, who, in tacking, ran foul of each other. Beſides this, we made two or three more attempts to ſail, but without any better ſucceſs. And, on the 6th of *September*, being returned to an anchor at St. *Helens*, after one of theſe fruitleſs efforts, the wind blew ſo freſh, that the whole fleet ſtruck their yards and topmaſts to prevent driving: Yet, notwithſtanding this precaution, the *Centurion* drove the next evening, and brought both cables a-head, and we were in no ſmall danger of driving foul of the Prince *Frederick*, a ſeventy-gun ſhip, moored at a ſmall diſtance under our ſtern; though we happily eſcaped, by her driving at the ſame time, and ſo preſerving her diſtance: But we did not think ourſelves ſecure, till we at laſt let go the ſheet anchor, which fortunately brought us up. However, on the 9th of *September*, we were in ſome degree relieved from this lingring vexatious ſituation, by an order which Mr. *Anſon* received from the Lords Juſtices, to put to ſea the firſt opportunity with his own ſquadron only, if Lord *Cathcart* ſhould not be ready. Being thus freed from the troubleſome company of ſo large a fleet, our Commodore reſolved to

weigh

weigh and tide it down the Channel, aſſoon as the weather ſhould become ſufficiently moderate; and this might eaſily have been done with our own ſquadron alone full two months ſooner, had the orders of the Admiralty, for ſupplying us with ſeamen, been punctually complied with, and had we met with none of thoſe other delays mentioned in this narration. It is true, our hopes of a ſpeedy departure were even now ſomewhat damped, by a ſubſequent order which Mr. *Anſon* received on the 12th of *September*; for by that he was required to take under his convoy the St. *Albans* with the *Turkey* fleet, and to join the *Dragon*, and the *Winchester*, with the *Streights* and the *American* trade at *Torbay* or *Plymouth*, and to proceed with them to ſea as far as their way and ours lay together: This incumbrance of a convoy gave us ſome uneaſineſs, as we feared it might prove the means of lengthening our paſſage to the *Maderas*. However, Mr. *Anſon*, now having the command himſelf, reſolved to adhere to his former determination, and to tide it down the Channel with the firſt moderate weather; and that the junction of his Convoy might occaſion as little a loſs of time as poſſible, he immediately ſent directions to *Torbay*, that the fleets he was there to take under his care, might be in a readineſs to join him inſtantly on his approach. And at laſt, on the 18th of *September*, he weighed from St. *Helens*; and though the wind was at firſt contrary, had the good fortune to get clear of the Channel in four days, as will be more particularly related in the enſuing chapter.

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Having thus gone through the reſpective ſteps taken in the equipment of this ſquadron, it is ſufficiently obvious how different an aſpect this expedition bore at its firſt appointment in the beginning of *January*, from what it had in the latter end of *September*, when it left the Channel; and how much its numbers, its ſtrength, and the probability of its ſucceſs were diminiſhed, by the various incidents which took place in that interval. For inſtead of having all our old and ordinary ſeamen exchanged for ſuch as were young and able, (which the Commodore was at firſt promiſed) and having our numbers compleated to their full compliment, we were obliged to retain our firſt crews, which were very indifferent; and a deficiency of three hundred men in our numbers was no otherwiſe made up to us, than by ſending us on board a hundred and ſeventy men, the greateſt part compoſed of ſuch as were diſcharged from hoſpitals, or new-raiſed marines who had never been at ſea before. And in the land-forces allotted us, the change was ſtill more diſadvantageous; for there, inſtead of three independent companies of a hundred men each, and *Bland*'s regiment of foot, which was an old one, we had only four hundred and ſeventy invalids and marines, one part of them incapable of action by their age and infirmities, and the other part uſeleſs by their ignorance of their duty. But the diminiſhing the ſtrength of the ſquadron was not the greateſt inconveniency which attended theſe alterations; for the conteſts, repreſentations, and difficulties which they continually produced, (as we have above ſeen,

that

that in these cases the authority of the Admiralty was not always submitted to) occasioned a delay and waste of time, which in its consequences was the source of all the disasters to which this enterprize was afterwards exposed: for by this means we were obliged to make our passage round Cape *Horn* in the most tempestuous season of the year; whence proceeded the separation of our squadron, the loss of numbers of our men, and the imminent hazard of our total destruction. By this delay too, the enemy had been so well informed of our designs, that a person who had been employed in the *South-Sea* Company's service, and arrived from *Panama* three or four days before we left *Portsmouth*, was able to relate to Mr. *Anson* most of the particulars of the destination and strength of our squadron, from what he had learnt amongst the *Spaniards* before he left them. And this was afterwards confirmed by a more extraordinary circumstance: For we shall find, that when the *Spaniards* (fully satisfied that our expedition was intended for the *South-Seas*) had fitted out a squadron to oppose us, which had so far got the start of us, as to arrive before us off the Island of *Madera*, the Commander of this squadron was so well instructed in the form and make of Mr. *Anson*'s broad pendant, and had imitated it so exactly, that he thereby decoyed the *Pearl*, one of our squadron, within gun-shot of him, before the Captain of the *Pearl* was able to discover his mistake.

CHAP. II.

The passage from St. *Helens* to the Island of *Madera*; with a short account of that Island, and of our stay there.

ON the 18th of *September*, 1740, the squadron, as we have observed in the preceding chapter, weighed from St. *Helens* with a contrary wind, the Commodore proposing to tide it down the Channel, as he dreaded less the inconveniencies he should thereby have to struggle with, than the risk he should run of ruining the enterprize, by an uncertain, and, in all probability, a tedious attendance for a fair wind.

The squadron allotted to this service consisted of five men of war, a sloop of war, and two victualling ships. They were the *Centurion* of sixty guns, four hundred men, *George Anson*, Esq; Commander; the *Gloucester* of fifty guns, three hundred men, *Richard Norris* Commander; the *Severn* of fifty guns, three hundred men, the Honourable *Edward Legg* Commander; the *Pearl* of forty guns, two hundred and fifty men, *Matthew Mitchel* Commander; the *Wager* of twenty-eight guns, one hundred and sixty men, *Dandy Kidd* Commander; and the *Tryal* Sloop of eight guns, one hundred men, the Honourable *John Murray* Commander; the two Victuallers were Pinks, the largest of about four hundred, and the other of about two hundred tons burthen, these

were to attend us, till the provisions we had taken on board were so far consumed, as to make room for the additional quantity they carried with them, which, when we had taken into our ships, they were to be discharged. Besides the complement of men born by the abovementioned ships as their crews, there were embarked on board the squadron about four hundred and seventy invalids and marines, under the denomination of land-forces, (as has been particularly mentioned in the preceding chapter) which were commanded by Lieutenant Colonel *Cracherode*. With this squadron, together with the St. *Albans* and the *Lark*, and the trade under their convoy, Mr. *Anson*, after weighing from St. *Helens*, tided it down the Channel for the first forty-eight hours; and, on the 20th, in the morning, we discovered off the *Ram-Head* the *Dragon*, *Winchester*, *South-Sea Castle*, and *Rye*, with a number of merchantmen under their Convoy: These we joined about noon the same day, our Commodore having orders to see them (together with the St. *Albans* and *Lark*) as far into the sea as their course and ours lay together. When we came in sight of this last mentioned fleet, Mr. *Anson* first hoisted his broad pendant, and was saluted by all the men of war in company.

When we had joined this last Convoy, we made up eleven men of war, and about one hundred and fifty sail of merchantmen, consisting of the *Turky*, the *Streights*, and the *American* trade. Mr. *Anson*, the same day, made a signal for all the Captains of the men of war to come on board

him, where he delivered them their fighting and sailing instructions, and then, with a fair wind, we all stood towards the South-west, and the next day at noon, being the 21st, we had run forty leagues from the *Ram-Head*. Being now clear of the land, our Commodore, to render our view more extensive, ordered Captain *Mitchel*, in the *Pearl*, to make sail two leagues a-head of the fleet every morning, and to repair to his station every evening. Thus we proceeded till the 25th, when the *Winchester* and the *American* Convoy made the concerted signal for leave to separate, which being answered by the Commodore, they left us: As the St. *Albans* and the *Dragon*, with the *Turky* and *Streights* Convoy, did on the 29th. After which separation, there remained in company only our own squadron and our two victuallers, with which we kept on our course for the Island of *Madera*. But the winds were so contrary, that we had the mortification to be forty days in our passage thither from St. *Helens*, though it is known to be often done in ten or twelve. This delay was a most unpleasing circumstance, productive of much discontent and ill-humour amongst our people, of which those only can have a tolerable idea, who have had the experience of a like situation. For besides the peevishness and despondency which foul and contrary winds, and a lingring voyage never fail to create on all occasions, we, in particular, had very substantial reasons to be greatly alarmed at this unexpected impediment. Since as we had departed from *England* much later than we ought to have done, we had placed almost all our

our hopes of ſucceſs in the chance of retrieving in ſome meaſure at ſea, the time we had ſo unhappily waſted at *Spitbead* and St. *Helens*. However, at laſt, on *Monday*, *October* the 25th, at five in the morning, we, to our great joy, made the land, and in the afternoon came to an anchor in *Madera Road*, in forty fathom water; the *Brazen-Head* bearing from us E by S, the *Loo* N N W, and the great Church N N E. We had hardly let go our anchor, when an *Engliſh* privateer ſloop ran under our ſtern, and ſaluted the Commodore with nine guns, which we returned with five. And, the next day, the Conſul of the Iſland viſiting the Commodore, we ſaluted him with nine guns on his coming on board.

This Iſland of *Madera*, where we are now arrived, is famous through all our *American* ſettlements for its excellent wines, which ſeem to be deſigned by Providence for the refreſhment of the inhabitants of the Torrid Zone. It is ſituated in a fine climate, in the latitude of 32:27 North; and in the longitude from *London* (by our different reckonings,) of 18° ½ to 19° ½ Weſt, though laid down in the charts in 17°. It is compoſed of one continued hill, of a conſiderable height, extending itſelf from Eaſt to Weſt: The declivity of which, on the South-ſide, is cultivated and interſperſed with vineyards; and in the midſt of this ſlope the Merchants have fixed their country ſeats, which help to form a very agreeable proſpect. There is but one conſiderable town in the whole Iſland, it is named *Fonchiale*, and is ſeated on the South part of the Iſland, at the bottom of

a large bay. Towards the ſea, it is defended by a high wall, with a battery of cannon, beſides a caſtle on the *Loo*, which is a rock ſtanding in the water at a ſmall diſtance from the ſhore. *Fonchiale* is the only place of trade, and indeed, the only place where it is poſſible for a boat to land. And even here the beach is covered with large ſtones and a violent ſurf continually beats upon it; ſo that the Commodore did not care to venture the ſhips long boats to fetch the water off, there was ſo much danger of their being loſt; and therefore ordered the Captains of the ſquadron to employ *Portugueſe* boats on that ſervice.

We continued about a week at this Iſland, watering our ſhips, and providing the ſquadron with wine and other refreſhments. Here on the 3d of *November*, Captain *Richard Norris* ſignified by a letter to the Commodore, his deſire to quit his command on board the *Glouceſter*, in order to return to *England* for the recovery of his health, this requeſt the Commodore complied with; and thereupon was pleaſed to appoint Captain *Matthew Mitchel* to command the *Glouceſter* in his room, and to remove Captain *Kidd* from the *Wager* to the *Pearl*, and Captain *Murray* from the *Tryal* Sloop to the *Wager*, giving the command of the *Tryal* to Lieutenant *Cheap*. Theſe Promotions being ſettled, with other changes in the Lieutenancies, the Commodore, on the following day, gave to the Captains their orders, appointing St. *Jago*, one of the *Cape de Verd* Iſlands, to be the firſt place of rendezvous in caſe of ſeparation; and directing them, if

if they did not meet the *Centurion* there, to make the beſt of their way to the Iſland of St. *Catherine's*, on the coaſt of *Brazil*. The water for the ſquadron being the ſame day compleated, and each ſhip ſupplied with as much wine and other refreſhments as they could take in, we weighed anchor in the afternoon, and took our leave of the Iſland of *Madera*. But before I go on with the narration of our own tranſactions, I think it neceſſary to give ſome account of the proceedings of the enemy, and of the meaſures they had taken to render all our deſigns abortive.

When Mr. *Anſon* viſited the Governor of *Madera*, he received information from him, that for three or four days, in the latter end of *October*, there had appeared, to the weſtward of that Iſland, ſeven or eight ſhips of the line, and a Patache, which laſt was ſent every day cloſe in to make the land. The Governor aſſured the Commodore, upon his honour, that none upon the Iſland had either given them intelligence, or had in any ſort communicated with them, but that he believed them to be either *French* or *Spaniſh*, but was rather inclined to think them *Spaniſh*. On this intelligence, Mr. *Anſon* ſent an Officer in a clean ſloop, eight leagues to the Weſtward, to reconnoitre them, and, if poſſible, to diſcover what they were. But the Officer returned without being able to get a ſight of them, ſo that we ſtill remained in uncertainty. However, we could not but conjecture, that this fleet was intended to put a ſtop to our expedition, which, had they cruiſed to the eaſtward,

of the Island instead of the westward, they could not but have executed with great facility. For as, in that case, they must have certainly fallen in with us, we should have been obliged to throw overboard vast quantities of provision to clear our ships for an engagement, and this alone, without any regard to the event of the action, would have effectually prevented our progress. This was so obvious a measure, that we could not help imagining reasons which might have prevented them from pursuing it. And we therefore supposed, that this *French* or *Spanish* squadron was sent out, upon advice of our sailing in company with Admiral *Balchen* and Lord *Cathcart*'s expedition: And thence, from an apprehension of being over-matched, they might not think it adviseable to meet with us, till we had parted company, which they might judge would not happen, before our arrival at this Island. These were our speculations at that time; and from hence we had reason to suppose, that we might still fall in with them, in our way to the *Cape de Verd* Islands. We afterwards, in the course of our expedition, were perswaded, that this was the *Spanish* squadron commanded by *Don Joseph Pizarro* which was sent out purposely to traverse the views and enterprizes of our squadron, to which, in strength, they were greatly superior. As this *Spanish* armament then was so nearly connected with our expedition, and as the catastrophe it underwent, though not effected by our force, was yet a considerable advantage to this Nation, produced in consequence of our equipment, I

have,

have, in the following chapter, given a summary account of their proceedings, from their first setting out from *Spain* in the year 1740, till the *Asia*, the only ship of the whole squadron which returned to *Europe*, arrived at the Downs in the beginning of the year 1746.

CHAP. III.

The history of the *Spanish* squadron commanded by Don *Joseph Pizarro*.

THE squadron fitted out by the Court of *Spain* to attend our motions, and traverse our projects, we supposed to have been the ships seen off *Madera*, as mentioned in the preceding chapter. As this force was sent out particularly against our expedition, I cannot but imagine, that the following history of the casualties it met with, as far as by intercepted letters and other information the same has come to my knowledge, is a very essential part of the present work. For hence it will appear that we were the occasion, that a considerable part of the naval power of *Spain* was diverted from the prosecution of the ambitious Views of that Court in *Europe*. And whatever men and ships, were lost by the enemy in this undertaking, were lost in consequence of the precautions they took to secure themselves against our enterprizes.

This squadron (besides two ships intended for the *West-Indies*, which did not part company till after they had left the *Maderas*) was composed of the following men of war, commanded by Don *Joseph Pizarro*.

The *Asia* of sixty guns, and seven hundred men; this was the Admiral's ship.

The

The *Guipuſcoa* of ſeventy-four guns, and ſeven hundred men.

The *Hermiona* of fifty-four guns, and five-hundred men.

The *Eſperanza* of fifty guns, and four hundred and fifty men.

The St. *Eſtevan* of forty guns, and three hundred and fifty men.

And a Patache of twenty guns.

Theſe ſhips, over and above their complement of ſailors and marines, had on board an old *Spaniſh* regiment of foot, intended to reinforce the garriſons on the coaſt of the *South-Seas*. When this fleet had cruiſed for ſome days to the leeward of the *Maderas*, as is mentioned in the preceding chapter, they left that ſtation in the beginning of *November*, and ſteered for the river of *Plate*, where they arrived the 5th of *January*, *O.S.* and coming to an anchor in the bay of *Maldonado*, at the mouth of that river, their admiral *Pizarro* ſent immediately to *Buenos Ayres* for a ſupply of proviſions; for they had departed from *Spain* with only four months proviſions on board. While they lay here expecting this ſupply, they received intelligence, by the Treachery of the *Portugueſe* Governor of St. *Catherine's*, of Mr. *Anſon's* having arrived at that Iſland on the 21ſt of *December* preceding, and of his preparing to put to ſea again with the utmoſt expedition. *Pizarro*, notwithſtanding his ſuperior force, had his reaſons (and as ſome ſay his

orders likewise) for avoiding our squadron any where short of the *South-Seas*. He was besides extremely desirous of getting round Cape *Horn* before us, as he imagined that step alone would effectually baffle all our designs; and therefore, on hearing that we were in his neighbourhood, and that we should soon be ready to proceed for Cape *Horn*, he weighed anchor with the five large ships, (the Patache being disabled and condemned, and the men taken out of her) after a stay of seventeen days only, and got under sail without his provisions, which arrived at *Maldonado* within a day or two after his departure. But notwithstanding the precipitation, with which he departed, we put to sea from St. *Catherine's* four days before him, and in some part of our passage to Cape *Horn*, the two squadrons were so near together, that the *Pearl*, one of our ships, being separated from the rest, fell in with the *Spanish* Fleet, and mistaking the *Asia* for the *Centurion*, had got within gun-shot of *Pizarro*, before she discovered her error, and narrowly escaped being taken.

It being the 22d of *January* when the *Spaniards* weighed from *Maldonado*, (as has been already mentioned) they could not expect to get into the latitude of Cape *Horn* before the equinox; and as they had reason to apprehend very tempestuous weather in doubling it at that season, and as the *Spanish* sailors, being for the most part accustomed to a fair weather country, might be expected to be very averse to so dangerous and fatiguing a navigation, the better to encourage them, some part

of their pay was advanced to them in *European* goods, which they were to be permitted to dispose of in the *South-Seas*, that so the hopes of the great profit, each man was to make on his venture, might animate him in his duty, and render him less disposed to repine at the labour, the hardships and the perils he would in all probability meet with before his arrival on the coast of *Peru*.

Pizarro with his squadron having, towards the latter end of *February*, run the length of Cape *Horn*, he then stood to the westward in order to double it; but in the night, of the last day of *February*, *O. S.* while with this view they were turning to windward, the *Guipuscoa*, the *Hermiona*, and the *Esperanza*, were separated from the Admiral; and, on the 6th of *March* following, the *Guipuscoa* was separated from the other two; and, on the 7th (being the day after we had passed *Streights le Maire*) there came on a most furious storm at N W. which in despight of all their efforts, drove the whole squadron to the eastward, and after several fruitless attempts, obliged them to bear away for the river of *Plate*, where *Pizarro* in the *Asia* arrived about the middle of *May*, and a few days after him the *Esperanza* and the *Estevan*. The *Hermiona* was supposed to founder at sea, for she was never heard of more; and the *Guipuscoa* was run a-shore, and sunk on the coast of *Brazil*. The calamities of all kinds, which this squadron underwent in this unsuccessful navigation, can only be paralleled by what we our-

selves

ſelves experienced in the ſame climate, when buffeted by the ſame ſtorms. There was indeed ſome diverſity in our diſtreſſes, which rendered it difficult to decide, whoſe ſituation was moſt worthy of commiſeration. For to all the misfortunes we had in common with each other, as ſhattered rigging, leaky ſhips, and the fatigues and deſpondency, which neceſſarily attends theſe diſaſters, there was ſuperadded on board our ſquadron the ravage of a moſt deſtructive and incurable diſeaſe, and on board the *Spaniſh* ſquadron the devaſtation of famine.

For this ſquadron, either from the hurry of their outfet, their preſumption of a ſupply at *Buenos Ayres*, or from other leſs obvious motives, departed from *Spain*, as has been already obſerved, with no more than four months proviſion on board, and even that, as it is ſaid, at ſhort allowance only; ſo that, when by the ſtorms they met with off Cape *Horn*, their continuance at ſea was prolonged a month or more beyond their expectation, they were reduced to ſuch infinite diſtreſs, that rats, when they could be caught, were ſold for four dollars a-piece; and a ſailor, who died on board, had his death concealed for ſome days by his brother, who, during that time, lay in the ſame hammock with the corpſe, only to receive the dead man's allowance of proviſions. In this dreadful ſituation they were alarmed (if their horrors were capable of augmentation) by the diſcovery of a conſpiracy among the marines, on board the *Aſia*, the Admiral's ſhip. This had taken its riſe chiefly from the miſeries they endured:

dured: For though no leſs was propoſed by the conſpirators than the maſſacring the officers and the whole crew, yet their motive for this bloody reſolution ſeemed to be no more than their deſire of relieving their hunger, by appropriating the whole ſhip's proviſions to themſelves. But their deſigns were prevented, when juſt upon the point of execution, by means of one of their confeſſors, and three of their ringleaders were immediately put to death. However, though the conſpiracy was ſuppreſſed, their other calamities admitted of no alleviation, but grew each day more and more deſtructive. So that by the complicated diſtreſs of fatigue, ſickneſs and hunger, the three ſhips which eſcaped loſt the greateſt part of their men: The *Aſia*, their Admiral's ſhip, arrived at *Monte Vedio* in the river of *Plate*, with half her crew only; the St. *Eſtevan* had loſt in like manner half her hands, when ſhe anchored in the bay of *Barragan*; the *Eſperanza*, a fifty gun ſhip, was ſtill more unfortunate, for of four hundred and fifty hands which ſhe brought from *Spain*, only fifty-eight remained alive, and the whole regiment of foot periſhed except ſixty men. But to give the reader a more diſtinct and particular idea of what they underwent upon this occaſion, I ſhall lay before him a ſhort account of the fate of the *Guipuſcoa*, extracted from a letter written by Don *Joſeph Mendinuetta* her Captain, to a perſon of diſtinction at *Lima*; a copy of which fell into our hands afterwards in the *South-Seas*.

He mentions, that he ſeparated from the *Hermiona* and the *Eſperanza* in a fog, on the 6th of *March*,

March, being then, as I suppose, to the S. E. of *Staten-Land*, and edging to the westward; that in the night after, it blew a furious storm at N. W, which, at half an hour after ten, split his main-sail, and obliged him to bear away with his fore-sail; that the ship went ten knots an hour with a prodigious sea, and often ran her gangway under water; that he likewise sprung his main-mast; and the ship made so much water, that with four pumps and baling he could not free her. That on the 19th it was calm, but the sea continued so high, that the ship in rolling opened all her upper works and seams, and started the but ends of her planking, and the greatest part of her top timbers, the bolts being drawn by the violence of her roll: That in this condition with other additional disasters to the hull and rigging, they continued beating to the westward till the 22th: That they were then in sixty degrees of south latitude, in great want of provisions, numbers every day perishing by the fatigue of pumping, and those who survived, being quite dispirited by labour, hunger, and the severity of the weather, they having two spans of snow upon the decks: That then finding the wind fixed in the western quarter, and blowing strong, and consequently their passage to the westward impossible, they resolved to bear away for the river of *Plate*: That on the 22d, they were obliged to throw overboard all the upper-deck guns, and an anchor, and to take six turns of the cable round the ship to prevent her opening: That on the 4th of *April*, it being calm but a very high sea, the ship rolled so much,

that

that the [illegible] mast went by the board, and in a few hours after she lost, in like manner, her foremast and her mizen-mast; and that, to accumulate their misfortunes, they were soon obliged to cut away their bowsprit, to diminish, if possible, the leakage at her head: That by this time he had lost two hundred and fifty men by hunger and fatigue; for those who were capable of working at the pumps, (at which every officer without exception took his turn) were allowed only an ounce and half of biscuit *per diem*; and those who were so sick or so weak, that they could not assist in this necessary labour, had no more than an ounce of wheat, so that it was common for the men to fall down dead at the pumps: That, including the Officers, they could only muster from eighty to a hundred persons capable of duty: That the South West winds blew so fresh, after they had lost their masts, that they could not immediately set up jury masts, but were obliged to drive like a wreck, between the latitudes of 32 and 28, till the 24th of *April*, when they made the coast of *Brazil* at *Rio de Patas*, ten leagues to the southward of the Island of St *Catherine's*; that here they came to an anchor, and that the Captain was very desirous of proceeding to St *Catherine's* if possible, in order to save the hull of the ship, and the guns and stores on board her; but the crew instantly left off pumping, and being enraged at the hardships they had suffered, and the numbers they had lost (there being at that time no less than thirty dead bodies lying on the deck) they all with one voice cried out, ON SHORE, ON

shore, and obliged the Captain to run the ſhip in directly for the land, where, the 5th day after, ſhe ſunk with her ſtores, and all her furniture on board her, but the remainder of the crew, whom hunger and fatigue had ſpared, to the number of four hundred, got ſafe on ſhore.

From this account of the adventures and cataſtrophe of the *Guipuſcoa*, we may form ſome conjecture of the manner, in which the *Hermiona* was loſt, and of the diſtreſſes endured by the three remaining ſhips of the ſquadron, which got into the river of *Plate*. Theſe laſt being in great want of maſts, yards, rigging, and all kind of naval ſtores, and having no ſupply at *Buenos Ayres*, nor in any of their neighbouring ſettlements, *Pizarro* diſpatched an advice-boat with a letter of credit to *Rio Janeiro*, to purchaſe what was wanting from the *Portugueſe*. He, at the ſame time, ſent an expreſs acroſs the continent to *St. Jago* in *Chili*, to be thence forwarded to the Viceroy of *Peru*, informing him of the diſaſters that had befallen his ſquadron, and deſiring a remittance of 200,000 dollars from the royal cheſts at *Lima*, to enable him to victual and refit his remaining ſhips, that he might be again in a condition to attempt the paſſage to the *South-Seas*, as ſoon as the ſeaſon of the year ſhould be more favourable. It is mentioned by the *Spaniards* as a moſt extraordinary circumſtance, that the *Indian* charged with this expreſs (though it was then the depth of winter, when the *Cordilleras* are eſteemed impaſſable on account of the ſnow) was only thirteen days in his journey from *Buenos Ayres* to St. *Jago* in

in *Chili*; though these places are distant three hundred *Spanish* leagues, near forty of which are amongst the snows and precipices of the *Cordilleras*.

The return to this dispatch of *Pizarro*'s from the Viceroy of *Peru* was no ways favourable; instead of 200,000 dollars, the sum demanded, the Viceroy remitted him only 100,000, telling him, that it was with great difficulty he was able to procure him even that: Though the inhabitants at *Lima*, who considered the presence of *Pizarro* as absolutely necessary to their security, were much discontented at this procedure, and did not fail to assert, that it was not the want of money, but the interested views of some of the Viceroy's confidents, that prevented *Pizarro* from having the whole sum he had asked for.

The advice-boat sent to *Rio Janeiro* also executed her commission but imperfectly; for though she brought back a considerable quantity of pitch, tar and cordage, yet she could not procure either masts or yards. And as an additional misfortune, *Pizarro* was disappointed of some masts he expected from *Paraguay*; for a carpenter, whom he entrusted with a large sum of money, and had sent there to cut masts, instead of prosecuting the business he was employed in, had married in the country, and refused to return. However, by removing the masts of the *Esparanza* into the *Asia*, and making use of what spare masts and yards they had on board, they made a shift to refit the *Asia* and the St. *Estevan*. And in the *October* following, *Pizarro* was preparing to put

to sea with these two ships, in order to attempt the passage round Cape *Horn* a second time; but the St. *Estevan*, in coming down the river *Plate*, ran on a shoal, and beat off her rudder, on which, and other damages she received, she was condemned and broke up, and *Pizarro* in the *Asia* proceeded to sea without her. Having now the summer before him, and the winds favourable, no doubt was made of his having a fortunate and speedy passage; but being off Cape *Horn*, and going right before the wind in very moderate weather, though in a swelling sea, by some misconduct of the officer of the watch the ship rolled away her masts, and was a second time obliged to put back to the river of *Plate* in great distress.

The *Asia* having considerably suffered in this second unfortunate expedition, the *Esperanza*, which had been left behind at *Monte Vedio*, was ordered to be refitted, the command of her being given to *Mindinuetta*, who was Captain of the *Guipuscoa*, when she was lost. He, in the *November* of the succeeding year, that is, in *November* 1742, sailed from the river of *Plate* for the *South-Seas*, and arrived safe on the coast of *Chili*; where his Commodore *Pizarro* passing over land from *Buenos Ayres* met him. There were great animosities and contests between these two Gentlemen at their meeting, occasioned principally by the claim of *Pizarro* to command the *Esperanza*, which *Mindinuetta* had brought round; for *Mindinuetta* refused to deliver her up to him; insisting, that as he came into the *South-Seas* alone, and under no superior,

ſuperior, it was not now in the power of *Pizarro* to reſume that authority, which he had once parted with. However, the Preſident of *Chili* interpoſing, and declaring for *Pizarro*, *Mindinuetta*, after a long and obſtinate ſtruggle, was obliged to ſubmit.

But *Pizarro* had not yet compleated the ſeries of his adventures; for when he and *Mindinuetta* came back by land from *Chili* to *Buenos Ayres*, in the year 1745, they found at *Monte Vedio* the *Aſia*, which near three years before they had left there. This ſhip they reſolved, if poſſible, to carry to *Europe*, and with this view they refitted her in the beſt manner they could: But their great difficulty was to procure a ſufficient number of hands to navigate her, for all the remaining ſailors of the ſquadron to be met with in the neighbourhood of *Buenos Ayres*, did not amount to a hundred men. They endeavoured to ſupply this defect by preſſing many of the inhabitants of *Buenos Ayres*, and putting on board beſides all the *Engliſh* priſoners then in their cuſtody, together with a number of *Portugueſe* ſmugglers, which they had taken at different times, and ſome of the *Indians* of the country. Among theſe laſt there was a Chief and ten of his followers, which had been ſurprized by a party of *Spaniſh* ſoldiers about three months before. The name of this Chief was *Orellana*, he belonged to a very powerful Tribe, which had committed great ravages in the neighbourhood of *Buenos Ayres*. With this motly crew (all of them, except the *European Spaniards*, extremely averſe to the voyage) *Pizarro* ſet ſail

from *Monte Video* in the river of *Plate*, about the beginning of *November* 1745, and the native *Spaniards* being no ſtrangers to the diſſatisfaction of their forced men, treated both thoſe, the *Engliſh* priſoners and the *Indians*, with great inſolence and barbarity; but more particularly the *Indians*, for it was common for the meaneſt officers in the ſhip to beat them moſt cruelly on the ſlighteſt pretences, and oftentimes only to exert their ſuperiority. *Orellana* and his followers, though in appearance ſufficiently patient and ſubmiſſive, meditated a ſevere revenge for all theſe inhumanities. As he converſed very well in *Spaniſh*, (theſe *Indians* having in time of peace a great intercourſe with *Buenos Ayres*) he affected to talk with ſuch of the *Engliſh* as underſtood that language, and ſeemed very deſirous of being informed how many *Engliſhmen* there were on board, and which they were. As he knew that the *Engliſh* were as much enemies to the *Spaniards* as himſelf, he had doubtleſs an intention of diſcloſing his purpoſes to them, and making them partners in the ſcheme he had projected for revenging his wrongs, and recovering his liberty; but having ſounded them at a diſtance, and not finding them ſo precipitate and vindictive as he expected, he proceeded no further with them, but reſolved to truſt alone to the reſolution of his ten faithful followers. Theſe, it ſhould ſeem, readily engaged to obſerve his directions, and to execute whatever commands he gave them; and having agreed on the meaſures neceſſary to be taken, they firſt furniſhed themſelves with *Dutch* knives ſharp at the point,

which

which being the common knives uſed in the ſhip, they found no difficulty in procuring: Beſides this, they employed their leiſure in ſecretly cutting out thongs from raw hides, of which there were great numbers on board, and in fixing to each end of theſe thongs the double-headed ſhot of the ſmall quarter-deck guns; this, when ſwung round their heads, according to the practice of their country, was a moſt miſchievous weapon, in the uſe of which the *Indians* about *Buenos Ayres* are trained from their infancy, and conſequently are extremely expert. Theſe particulars being in good forwardneſs, the execution of their ſcheme was perhaps precipitated by a particular outrage committed on *Orellana* himſelf. For one of the Officers, who was a very brutal fellow, ordered *Orellana* aloft, which being what he was incapable of performing, the Officer, under pretence of his diſobedience, beat him with ſuch violence, that he left him bleeding on the deck, and ſtupified for ſome time with his bruiſes and wounds. This uſage undoubtedly heightened his thirſt for revenge, and made him eager and impatient, till the means of executing it were in his power; ſo that within a day or two after this incident, he and his followers opened their deſperate reſolves in the enſuing manner.

It was about nine in the evening, when many of the principal Officers were on the quarter-deck, indulging in the freſhneſs of the night air; the waſte of the ſhip was filled with live cattle, and the forecaſtle was manned with its cuſtomary watch. *Orellana* and his companions, under co-

ver of the night, having prepared their weapons, and thrown off their trouzers and the more cumbrous part of their dreſs, came all together on the quarter-deck, and drew towards the door of the great cabin. The Boatſwain immediately reprimanded them, and ordered them to be gone. On this *Orellana* ſpoke to his followers in his native language, when four of them drew off, two towards each gangway, and the Chief and the ſix remaining *Indians* ſeemed to be ſlowly quitting the quarter-deck. When the detached *Indians* had taken poſſeſſion of the gangway, *Orellana* placed his hands hollow to his mouth, and bellowed out the war-cry uſed by thoſe ſavages, which is ſaid to be the harſheſt and moſt terrifying ſound known in nature. This hideous yell was the ſignal for beginning the maſſacre: For on this they all drew their knives, and brandiſhed their prepared double-headed ſhot, and the ſix with their Chief, which remained on the quarter-deck, immediately fell on the *Spaniards*, who were intermingled with them, and laid near forty of them at their feet, of which above twenty were killed on the ſpot, and the reſt diſabled. Many of the Officers, in the beginning of the tumult, puſhed into the great cabbin, where they put out the lights, and barricadoed the door. Whilſt of the others, who had avoided the firſt fury of the *Indians*, ſome endeavoured to eſcape along the gangways into the forecaſtle, where the *Indians*, placed on purpoſe, ſtabbed the greateſt part of them, as they attempted to paſs by, or forced them off the gangways into the waſte: Some

threw

threw themſelves voluntarily over the barricadoes into the waſte, and thought themſelves fortunate to lie concealed amongſt the cattle: But the greateſt part eſcaped up the main ſhrouds, and ſheltered themſelves either in the tops or rigging. And though the *Indians* attacked only the quarter-deck, yet the watch in the forecaſtle finding their communication cut off, and being terrified by the wounds of the few, who not being killed on the ſpot, had ſtrength ſufficient to force their paſſage, and not knowing either who their enemies were, or what were their numbers, they likewiſe gave all over for loſt, and in great confuſion ran up into the rigging of the fore-maſt and bowſprit.

Thus theſe eleven *Indians*, with a reſolution perhaps without example, poſſeſſed themſelves almoſt in an inſtant of the quarter-deck of a ſhip mounting ſixty-ſix guns, and mann'd with near five hundred hands, and continued in peaceable poſſeſſion of this poſt a conſiderable time. For the Officers in the great cabbin, (amongſt whom were *Pizarro* and *Mindimetta*) the crew between decks, and thoſe who had eſcaped into the tops and rigging, were only anxious for their own ſafety, and were for a long time incapable of forming any project for ſuppreſſing the inſurrection, and recovering the poſſeſſion of the ſhip. It is true, the yells of the *Indians*, the groans of the wounded, and the confuſed clamours of the crew, all heightned by the obſcurity of the night, had at firſt greatly magnified their danger, and had filled them with the imaginary terrors, which darkneſs, diſorder, and an ignorance of the real ſtrength

of

of an enemy never fail to produce. For as the *Spaniards* were ſenſible of the diſaffection of their preſt hands, and were alſo conſcious of their barbarity to their priſoners, they imagined, the conſpiracy was general, and conſidered their own deſtruction as infallible; ſo that, it is ſaid, ſome of them had once taken the reſolution of leaping into the ſea, but were prevented by their companions.

However, when the *Indians* had entirely cleared the quarter-deck, the tumult in a great meaſure ſubſided; for thoſe, who had eſcaped, were kept ſilent by their fears, and the *Indians* were incapable of purſuing them to renew the diſorder. *Orellana*, when he ſaw himſelf maſter of the quarter-deck, broke open the arm-cheſt, which, on a ſlight ſuſpicion of mutiny, had been ordered there a few days before, as to a place of the greateſt ſecurity. Here he took it for granted, he ſhould fine cutlaſſes ſufficient for himſelf and his companions, in the uſe of which weapon they were all extremely ſkilful, and with theſe, it was imagined, they propoſed to have forced the great cabbin: But on opening the cheſt, there appeared nothing but fire-arms, which to them were of no uſe. There were indeed cutlaſſes in the cheſt, but they were hid by the fire-arms being laid over them. This was a ſenſible diſappointment to them, and by this time *Pizarro* and his companions in the great cabbin were capable of converſing aloud, through the cabbin windows and port-holes, with thoſe in the gun-room and between decks, and from hence they learnt, that the

English (whom they principally ſuſpected) were all ſafe below, and had not intermedled in this mutiny; and by other particulars they at laſt diſcovered, that none were concerned in it but *Orellana* and his people. On this *Pizarro* and the Officers reſolved to attack them on the quarter-deck, before any of the diſcontented on board ſhould ſo far recover their firſt ſurprize, as to reflect on the facility and certainty of ſeizing the ſhip by a junction with the *Indians* in the preſent emergency. With this view *Pizarro* got together what arms were in the cabbin, and diſtributed them to thoſe who were with him: But there were no other fire-arms to be met with but piſtols, and for theſe they had neither powder nor ball. However, having now ſettled a correſpondence with the gun-room, they lowered down a bucket out of the cabbin-window, into which the gunner, out of one of the gun-room ports, put a quantity of piſtol cartridges. When they had thus procured ammumition, and had loaded their piſtols, they ſet the cabbin-door partly open, and fired ſeveral ſhot amongſt the *Indians* on the quarter-deck, tho' at firſt without effect. But at laſt *Mindinuetta*, whom we have often mentioned, had the good fortune to ſhoot *Orellana* dead on the ſpot; on which his faithful companions abandoning all thoughts of farther reſiſtance, inſtantly leaped into the ſea, where they every man periſhed. Thus was this inſurrection quelled, and the poſſeſſion of the quarter-deck regained, after it had been full two hours in the power of this great

great and daring Chief, and his gallant unhappy countrymen.

Pizarro having eſcaped this imminent peril ſteered for *Europe*, and arrived ſafe on the coaſt of *Gallicia* in the beginning of the year 1746, after having been abſent between four and five years, and having, by his attendance on our expedition, diminiſhed the naval power of *Spain* by above three thouſand hands, (the flower of their ſailors) and by four conſiderable ſhips of war and a Patache. For we have ſeen, that the *Hermiona* foundered at ſea; the *Guipuſcoa* was ſtranded, and ſunk on the coaſt of *Brazil*; the St. *Eſtevan* was condemned, and broke up in the river of *Plate*; and the *Eſperanza* being left in the *South-Seas*, is doubtleſs by this time incapable of returning to *Spain*. So that the *Aſia* only, with leſs than one hundred hands, may be regarded as all the remains of that ſquadron, with which *Pizarro* firſt put to ſea. And whoever conſiders the very large proportion, which this ſquadron bore to the whole navy of *Spain*, will, I believe, confeſs, that had our undertaking been attended with no other advantages than that of ruining ſo great a part of the ſea-force of ſo dangerous an enemy, this alone would be a ſufficient equivalent for our equipment, and an inconteſtable proof of the ſervice, which the Nation has thence received. Having thus concluded this ſummary of *Pizarro*'s adventures, I ſhall now return again to the narration of our own tranſactions.

CHAP.

CHAP. IV.

From *Madera* to St. *Catherine's*.

I HAVE already mentioned, that on the 3d of *November* we weighed from *Madera*, after orders had been given to the Captains to rendezvous at St. *Jago*, one of the *Cape de Verd* Iſlands, in caſe the ſquadron was ſeparated. But the next day, when we were got to ſea, the Commodore conſidering that the ſeaſon was far advanced, and that touching at St. *Jago* would create a new delay, he for this reaſon thought proper to alter his rendezvous, and to appoint the Iſland of St. *Catherine's*, on the coaſt of *Brazil*, to be the firſt place to which the ſhips of the ſquadron were to repair in caſe of ſeparation.

In our paſſage to the Iſland of St. *Catherine's*, we found the direction of the trade-winds to differ conſiderably from what we had reaſon to expect, both from the general hiſtories given of theſe winds, and the experience of former Navigators. For the learned Dr. *Halley*, in his account of the trade-winds, which take place in the *Ethiopic* and *Atlantic* Ocean, tells us, that from the latitude of 28° N, to the latitude of 10° N, there is generally a freſh gale of N. E. wind, which towards the *African* ſide rarely comes to the eaſtward of E. N. E, or paſſes to the northward of N. N. E: But on the *American* ſide, the wind is ſomewhat more eaſterly, though moſt commonly even there it

it is a point or two to the northward of the East: That from 10° N. to 4° N, the calms and tornadoes take place; and from 4° N. to 30° S, the winds are generally and perpetually between the South and the East. This account we expected to have verified by our own experience; but we found considerable variations from it, both in respect to the steadiness of the winds, and the quarter from whence they blew. For though we met with a N. E. wind about the latitude of 28° N, yet from the latitude of 25° to the latitude of 28° N, the wind was never once to the northward of the East, but on the contrary, almost constantly to the southward of it. However, from thence to the latitude of 6° : 20′ N, we had it usually to the northward of the East, though not entirely, it having for a short time changed to E. S. E. From hence, to about 4° 46′ N, the weather was very unsettled; sometimes the wind was N. E. then changed to S. E, and sometimes we had a dead calm, attended with small rain and lightning. After this, the wind continued almost invariably between the S. and E, to the latitude of 7° : 30′ S; and then again as invariably between the N. and E, to the latitude of 15° : 30′ S; then E. and S. E, to 21° : 37′ S. But after this, even to the latitude of 27° : 44′ S, the wind was never once between the S. and the E, though we had it at times in all the other quarters of the compass. But this last circumstance may be in some measure accounted for, from our approach to the main continent of the *Brazils*. I mention not these particulars with a view of cavilling at the re-

received accounts of these trade-winds, which I doubt not are in general sufficiently accurate; but I thought it a matter worthy of public notice, that such deviations from the established rules do sometimes take place. Besides, this observation may not only be of service to Navigators, by putting them on their guard against these hitherto unexpected irregularities, but is a circumstance necessary to be attended to in the solution of that great question about the causes of trade-winds, and monsoons, a question, which, in my opinion, has not been hitherto discussed with that clearness and accuracy, which its importance (whether it be considered as a naval or philosophical inquiry) seems to demand.

On the 16th of *November*, one of our Victuallers made a signal to speak with the Commodore, and we shortned sail for her to come up with us. The Master came on board, and acquainted Mr. *Anson*, that he had complied with the terms of his charter-party, and desired to be unloaded and dismissed. Mr. *Anson*, on consulting the Captains of the squadron, found all the ships had still such quantities of provision between their decks, and were withal so deep, that they could not without great difficulty take in their several proportions of brandy from the *Industry Pink*, one of the Victuallers only; Consequently he was obliged to continue the other of them, the *Anna Pink*, in the service of attending the squadron. This being resolved on, the Commodore the next day made a signal for the ships to bring to, and to take on board their shares of the brandy from the

Industry

Industry Pink; and in this, the long boats of the ſquadron were employed the three following days, that is, till the 19th in the evening, when the *Pink* being unloaded, ſhe parted company with us, being bound for *Barbadoes*, there to take in a freight for *England*. Moſt of the Officers of the ſquadron took the opportunity of writing to their friends at home by this ſhip; but ſhe was afterwards, as I have ſince been informed, unhappily taken by the *Spaniards*.

On the 20th of *November*, the Captains of the ſquadron repreſented to the Commodore, that their ſhips companies were very ſickly, and that it was their own opinion as well as their ſurgeons, that it would tend to the preſervation of the men to let in more air between decks; but that their ſhips were ſo deep, they could not poſſibly open their lower ports. On this repreſentation, the Commodore ordered ſix air ſcuttles to be cut in each ſhip, in ſuch places where they would leaſt weaken it.

And on this occaſion I cannot but obſerve, how much it is the duty of all thoſe, who either by office or authority, have any influence in the direction of our naval affairs, to attend to this important article, the preſervation of the lives and health of our ſeamen. If it could be ſuppoſed, that the motives of humanity were inſufficient for this purpoſe, yet policy, and a regard to the ſucceſs of our arms, and the intereſt and honour of each particular Commander, ſhould naturally lead us to a careful and impartial examination of every probable method propoſed for maintaining a ſhip's

crew in health and vigour. But hath this been always done? Have the late invented plain and obvious methods of keeping our ships sweet and clean, by a constant supply of fresh air, been considered with that candour and temper, which the great benefits promised hereby ought naturally to have inspired? On the contrary, have not these salutary schemes been often treated with neglect and contempt? And have not some of those who have been entrusted with experimenting their effects, been guilty of the most indefensible partiality, in the accounts they have given of these trials? Indeed, it must be confessed, that many distinguished persons, both in the direction and command of our fleets, have exerted themselves on these occasions with a judicious and dispassionate examination, becoming the interesting nature of the inquiry; but the wonder is, that any could be found irrational enough to act a contrary part, in despight of the strongest dictates of prudence and humanity. I must however own, that I do not believe this conduct to have arisen from motives so savage, as the first reflection thereon does naturally suggest: But I rather impute it to an obstinate, and in some degree, superstitious attachment to such practices as have been long established, and to a settled contempt and hatred of all kinds of innovations, especially such as are projected by landmen and persons residing on shore. But let us return from this, I hope not, impertinent digression.

We crossed the equinoctial with a fine fresh gale at S. E, on *Friday* the 28th of *November*, at four

in the morning, being then in the longitude of 27° : 59′ W. from *London*. And on the 2d of *December*, in the morning, we ſaw a ſail in the N. W. quarter, and made the *Gloucester*'s and *Tryal*'s ſignals to chace; and half an hour after, we let out our reefs and chaſed with the ſquadron; and about noon a ſignal was made for the *Wager* to take our remaining Victualler, the *Anna Pink*, in tow. But at ſeven in the evening, finding we did not near the chace, and that the *Wager* was very far a-ſtern, we ſhortened ſail, and made a ſignal for the cruizers to join the ſquadron. The next day but one we again diſcovered a ſail, which, on a nearer approach, we judged to be the ſame veſſel. We chaſed her the whole day, and though we rather gained upon her, yet night came on before we could overtake her, which obliged us to give over the chace, to collect our ſcattered ſquadron. We were much chagrined at the eſcape of this veſſel, as we then apprehended her to be an advice-boat ſent from *Old Spain* to *Buenos Ayres*, with notice of our expedition. But we have ſince learnt, that we were deceived in this conjecture, and that it was our *East-India* Company's Packet bound to St. *Helena*.

On the 10th of *December*, being by our accounts in the latitude of 20° S, and 36° : 30′ longitude Weſt from *London*, the *Tryal* fired a gun to denote ſoundings. We immediately ſounded, and found ſixty fathom water, the bottom coarſe ground with broken ſhells. The *Tryal* being a-head of us, had at one time thirty-ſeven fathom, which afterwards increaſed to 90; And then

then ſhe found no bottom, which happened to us too at our ſecond trial, though we ſounded with a hundred and fifty fathom of line. This is the ſhoal which is laid down in moſt charts by the name of the *Abrollos*; and it appeared we were upon the very edge of it; perhaps farther in, it may be extremely dangerous. We were then, by our different accounts, from ninety to ſixty leagues Eaſt of the coaſt of *Brazil*. The next day but one we ſpoke with a *Portugueſe* Brigantine, from *Rio Janeiro*, bound to *Bahia del todos Santos*, who informed us, that we were thirty-four leagues from Cape St. *Thomas*, and forty leagues from Cape *Frio*; which laſt bore from us W. S. W. By our accounts we were near eighty leagues from Cape *Frio*; and though, on the information of this Brigantine, we altered our courſe, and ſtood more to the ſouthward, yet by our coming in with the land afterwards, we were fully convinced that our reckoning was much correcter than our *Portugueſe* intelligence. We found a conſiderable current ſetting to the ſouthward, after we had paſſed the latitude of 16° S. And the ſame took place all along the coaſt of *Brazil*, and even to the ſouthward of the river of *Plate*, it amounting ſometimes to thirty miles in twenty-four hours, and once to above forty miles.

If this current is occaſioned (as it is moſt probable) by the running off of the water, accumulated on the coaſt of *Brazil* by the conſtant ſweeping of the eaſtern trade-wind over the *Ethiopic* Ocean, then it is moſt natural to ſuppoſe, that its general courſe is determined by the bearings of the adjacent ſhore. Perhaps too, in almoſt every

other inſtance of currents, the ſame may hold true, as I believe no examples occur of conſiderable currents being obſerved at any great diſtance from land. If this then could be laid down for a general principle, it would be always eaſy to correct the reckoning by the obſerved latitude. But it were much to be wiſhed, for the general intereſts of navigation, that the actual ſettings of the different currents which are known to take place in various parts of the world, were examined more frequently and accurately than hitherto appears to have been done.

We now began to grow impatient for a ſight of land, both for the recovery of our ſick, and for the refreſhment and ſecurity of thoſe who as yet continued healthy. When we departed from St. *Helens*, we were in ſo good a condition, that we loſt but two men on board the *Centurion*, in our long paſſage to *Madera*. But in this preſent run between *Madera* and St. *Catherine's*, we were remarkably ſickly, ſo that many died, and great numbers were confined to their hammocks, both in our own ſhip and in the reſt of the ſquadron, and ſeveral of theſe paſt all hopes of recovery. The diſorders they in general laboured under were ſuch as are common to the hot climates, and what moſt ſhips bound to the ſouthward experience in a greater or leſs degree. Theſe are thoſe kind of fevers, which they uſually call Calentures: A diſeaſe, which was not only terrible in its firſt inſtance, but even the remains of it often proved fatal to thoſe who conſidered themſelves as recovered from it. For it always left them in a very

very weak and helpless condition, and usually afflicted either with fluxes or tenesmus's. By our continuance at sea all these complaints were every day increasing, so that it was with great joy we discovered the coast of *Brazil* on the 18th of *December*, at seven in the morning.

The coast of *Brazil* appeared high and mountainous land, extending from W. to W. S. W, and when we first saw it, it was about seventeen leagues distant. At noon we perceived a low double land, bearing W. S. W. about ten leagues distant, which we took to be the Island of St. *Catherine's*. That afternoon and the next morning, the wind being N. N. W, we gained very little to windward, and were apprehensive of being driven to the leeward of the Island; but a little before noon, the next day, the wind came about to the southward, and enabled us to steer in between the North point of St. *Catherine's*, and the neighbouring Island of *Alvorado*. As we stood in for the land, we had regular soundings gradually decreasing, from thirty-six to twelve fathom, all muddy ground. In this last depth of water we let go our anchor at five o'clock in the evening of the 18th, the North West point of the Island of St *Catherine's* bearing S. S. W, distant three miles; and the Island *Alvorado* N. N. E, distant two leagues. Here we found the tide to set S. S. E, and N. N. W, at the rate of two knots, the tide of flood coming from the southward. We could from our ships observe two fortifications at a considerable distance within us, which seemed designed to prevent the passage of

an enemy between the Iſland of St *Catherine's* and the main. And we could ſoon perceive that our ſquadron had alarmed the coaſt, for we ſaw the two forts hoiſt their colours, and fire ſeveral guns, which we ſuppoſed were ſignals for aſſembling the inhabitants. To prevent any confuſion, the Commodore immediately ſent a boat with an Officer on ſhore, to compliment the Governor, and to deſire a Pilot to carry us into the road. The Governor returned a very civil anſwer, and ordered us a Pilot. On the morning of the 20th we weighed and ſtood in, and towards noon the Pilot came on board us, who, the ſame afternoon, brought us to an anchor in five fathom and an half, in a large commodious bay on the continent ſide, called by the *French*, *Bon Port*. In ſtanding from our laſt anchorage to this place, we every where found an ouzy bottom, with a depth of water firſt regularly decreaſing to five fathom, and then increaſing to ſeven, after which we had ſix and five fathom alternately. The next morning we weighed again with the ſquadron, in order to run above the two fortifications we have mentioned, which are called the caſtles of *Santa Cruiz* and St *Juan*. Our ſoundings now between the Iſland and the main, were four, five and ſix fathom, with muddy ground. As we paſſed by the caſtle of *Santa Cruiz* we ſaluted it with eleven guns, and were anſwered by an equal number; and at one in the afternoon, the ſquadron came to an anchor in five fathom and a half, the governor's Iſland bearing N. N. W, St. *Juan's* Caſtle N. E. ½ E, and the Iſland of St. *Antonio* South.

South. In this position we moored at the Island of St. *Catherine's* on *Sunday* the 21st of *December*, the whole squadron being, as I have already mentioned, sickly, and in great want of refreshments: Both which inconveniencies we hoped to have soon removed at this settlement, celebrated by former Navigators for its healthiness and the plenty of its provisions, and for the freedom, indulgence, and friendly assistance there given to the ships of all *European* Nations, in amity with the Crown of *Portugal*.

CHAP. V.

Proceedings at St. Catherine's, and a description of the place, with a short account of Brazil.

OUR first care, after having moored our ships, was to get our sick men on shore, preparatory to which, each ship was ordered by the Commodore to erect two tents: One of them for the reception of the diseased, and the other for the accommodation of the surgeon and his assistants. We sent about eighty sick from the *Centurion*, and the other ships I believe sent nearly as many, in proportion to the number of their hands. As soon as we had performed this necessary duty, we scraped our decks, and gave our ship a thorough cleansing; then smoked it between decks, and after all washed every part well with vinegar. These operations were extremely necessary for correcting the noisome stench on board, and destroying the vermin; for from the number of our men, and the heat of the climate, both these nuisances had increased upon us to a very loathsome degree, and besides being most intolerably offensive, they were doubtless in some sort productive of the sickness we had laboured under for a considerable time before our arrival at this Island.

Our next employment was wooding and watering our ſquadron, calking our ſhips ſides and decks, overhaling our rigging, and ſecuring our maſts againſt the tempeſtuous weather we were, in all probability, to meet with in our paſſage round Cape *Horn*, in ſo advanced and inconvenient a ſeaſon. But before I engage in the particulars of theſe tranſactions, it will not be improper to give ſome account of the preſent ſtate of this Iſland of St *Catherine's*, and of the neighbouring country; both as the circumſtances of this place are now greatly changed from what they were in the time of former writers, and as theſe changes laid us under many more difficulties and perplexities than we had reaſon to expect, or than other *Britiſh* ſhips, hereafter bound to the *South-Seas*, may perhaps think it prudent to ſtruggle with.

This Iſland is eſteemed by the natives to be no where above two leagues in breadth, though about nine in length; it lies in 49° : 45′ of Weſt longitude from *London*, and extends from the South latitude of 27° 35′, to that of 28°. Although it be of a conſiderable height, yet it is ſcarce diſcernible at the diſtance of ten leagues, being then obſcured under the continent of *Brazil*, whoſe mountains are exceeding high; but on a nearer approach it is eaſy to be diſtinguiſhed, and may be readily known by a number of ſmall Iſlands lying at each end, and ſcattered along the Eaſt ſide of it. In the annexed plate there is exhibited a very exact view of the N. E. end of the Iſland, where (a) is its N. E. point, as it appears when it bears

N.

N. W. And (*b*) is the ſmall Iſland of *Alvoredo*, bearing N. N. W, at the diſtance of ſeven leagues. The beſt entrance to the harbour is between the point (*a*) and the Iſland of *Alvoredo*, where ſhips may paſs under the guidance of their lead, without the leaſt apprehenſions of danger. The view of this North entrance of the harbour is repreſented in the ſecond plate, where (*a*) is the N. W. end of St. *Catherine's* Iſland, (*b*) *Parrot* Iſland, (*c*) a battery on St. *Catherine's*, and (*d*) a battery on a ſmall Iſland near the continent. *Frezier* has given a draught of this Iſland of St. *Catherine's*, and of the neighbouring coaſt, and the minuter Iſles adjacent; but he has by miſtake called the Iſland of *Alvoredo* the Iſle *de Gal*, whereas the true Iſle *de Gal* lies ſeven or eight miles to the North-weſtward of it, and is much ſmaller. He has alſo called an Iſland, to the ſouthward of St. *Catherine's*, *Alvoredo*, and has omitted the Iſland *Maſoqura*; in other reſpects his plan is ſufficiently exact.

The North entrance of the harbour is in breadth about five miles, and the diſtance from thence to the Iſland of St. *Antonio* is eight miles, and the courſe from the entrance to St. *Antonio* is S. S. W. ½ W. About the middle of the Iſland the harbour is contracted by two points of land to a narrow channel, no more than a quarter of a mile broad; and to defend this paſſage, a battery was erecting on the point of land on the Iſland ſide. But this ſeems to be a very uſeleſs work, as the channel has no more than two fathom water, and conſequently is navigable only for barks and boats, and therefore ſeems to be a paſſage that an enemy

could have no inducement to attempt, eſpecially as the common paſſage at the North end of the Iſland is ſo broad and ſafe, that no ſquadron can be prevented from coming in by any of their fortifications, when the ſea-breeze is made. However, the Brigadier Don *Joſe Sylva de Paz*, the Governor of this ſettlement, is eſteemed an expert Engineer, and he doubtleſs underſtands one branch of his buſineſs very well, which is the advantages which new works bring to thoſe who are entruſted with the care of erecting them: For beſides the battery mentioned above, there are three other forts carrying on for the defence of the harbour, none of which are yet compleated. The firſt of theſe, called St. *Juan*, is built on a point of St. *Catherine's* near *Parrot* Iſland; the ſecond, in form of a half moon, is on the Iſland of St. *Antonio*; and the third, which ſeems to be the chief, and has ſome appearance of a regular fortification, is on an Iſland near the continent, where the Governor reſides.

The ſoil of the Iſland is truly luxuriant, producing fruits of many kinds ſpontaneouſly; and the ground is covered over with one continued foreſt of trees of a perpetual verdure, which from the exuberance of the ſoil, are ſo entangled with briars, thorns, and underwood, as to form a thicket abſolutely impenetrable, except by ſome narrow pathways which the inhabitants have made for their own convenience. Theſe, with a few ſpots cleared for plantations along the ſhore facing the continent, are the only uncovered parts of the Iſland. The woods are extremely fragrant, from

the

the many aromatic trees and shrubs with which they abound; and the fruits and vegetables of all climates thrive here, almost without culture, and are to be procured in great plenty; so that here is no want of pine-apples, peaches, grapes, oranges, lemons, citrons, melons, apricots, nor plantains. There are besides great abundance of two other productions of no small consideration for a sea-store, I mean onions and potatoes. The flesh provisions are however much inferior to the vegetables: There are indeed small wild cattle to be purchased, somewhat like buffaloes, but these are very indifferent food, their flesh being of a loose contexture, and generally of a disagreeable flavour, which is probably owing to the wild calabash on which they feed. There are likewise great plenty of pheasants, but they are not to be compared in taste to those we have in *England*. The other provisions of the place are monkeys, parrots, and above all fish of various sorts, these abound in the harbour, are exceeding good, and are easily catched, for there are a great number of small sandy bays very convenient for haling the *Seyne*.

The water both on the island and the opposite continent is excellent, and preserves at sea as well as that of the *Thames*. For after it has been in the cask a day or two it begins to purge itself, and stinks most intolerably, and is soon covered over with a green scum: But this, in a few days, subsides to the bottom, and leaves the water as clear as chrystal, and perfectly sweet. The *French* (who, during their *South-Sea* trade in Queen *Anne*'s

reign

reign first brought this place into repute) usually wooded and watered in *Bon Port*, on the continent side, where they anchored with great safety in six fathom water; and this is doubtless the most commodious road for such ships as intend to make only a short stay. But we watered on the St. *Catherine's* side, at a plantation opposite to the Island of St. *Antonio*.

These are the advantages of this Island of St. *Catherine's*; but there are many inconveniencies attending it, partly from its climate, but more from its new regulations, and the late form of government established there. With regard to the climate, it must be remembred, that the woods and hills which surround the harbour, prevent a free circulation of the air. And the vigorous vegetation which constantly takes place there, furnishes such a prodigious quantity of vapour, that all the night and a great part of the morning a thick fog covers the whole country, and continues till either the sun gathers strength to dissipate it, or it is dispersed by a brisk sea-breeze. This renders the place close and humid, and probably occasioned the many fevers and fluxes we were there afflicted with. To these exceptions I must not omit to add, that all the day we were pestered with great numbers of muscatos, which are not much unlike the gnats in *England*, but more venemous in their stings. And at sun-set, when the muscatos retired, they were succeeded by an infinity of sand-flies, which, though scarce discernible to the naked eye, make a mighty buzzing, and whetever they bite raise a small bump in the flesh,

flesh, which is soon attended with a painful itching, like that arising from the bite of an *English* harvest bug. But as the only light in which this place deserves our consideration, is its favourable situation for supplying and refreshing our cruizers intended for the *South-Seas*: In this view its greatest inconveniencies remain still to be related; and to do this more distinctly, it will not be amiss to consider the changes which it has lately undergone, both in its inhabitants, its police, and its governor.

In the time of *Frezier* and *Shelvocke*, this place served only as a retreat to vagabonds and outlaws, who fled thither from all parts of *Brazil*. They did indeed acknowledge a subjection to the Crown of *Portugal*, and had a person among them whom they called their Captain, who was considered in some sort as their Governor: But both their allegiance to their King, and their obedience to their Captain, seemed to be little more than verbal. For as they had plenty of provisions but no money, they were in a condition to support themselves without the assistance of any neighbouring settlements, and had not amongst them the means of tempting any adjacent Governor to busy his authority about them. In this situation they were extremely hospitable and friendly to such foreign ships as came amongst them. For these ships wanting only provisions, of which the natives had great store; and the natives wanting clothes, (for they often despised money, and refused to take it) which the ships furnished them with in exchange for their provisions, both sides found their account in this traffic;

traffic; and their Captain or Governor had neither power nor intereſt to reſtrain it or to tax it. But of late (for reaſons which ſhall be hereafter mentioned) theſe honeſt vagabonds have been obliged to receive amongſt them a new colony, and to ſubmit to new laws and new forms of government. Inſtead of their former ragged bare-legged Captain (whom however they took care to keep innocent) they have now the honour to be governed by Don *Joſe Sylva de Paz*, a Brigadier of the armies of *Portugal*. This Gentleman has with him a garriſon of ſoldiers, and has conſequently a more extenſive and a better ſupported power than any of his predeceſſors, and as he wears better clothes, and lives more ſplendidly, and has beſides a much better knowledge of the importance of money than they could ever pretend to: So he puts in practice certain methods of procuring it, with which they were utterly unacquainted. But it may be much doubted, if the inhabitants conſider theſe methods as tending to promote either their intereſts, or that of their Sovereign the King of *Portugal*. This is certain, that his behaviour cannot but be extremely embarraſſing to ſuch *Britiſh* ſhips as touch there in their way to the *South-Seas*. For one of his practices was placing centinels at all the avenues, to prevent the people from ſelling us any refreſhments, except at ſuch exorbitant rates as we could not afford to give. His pretence for this extraordinary ſtretch of power was, that he was obliged to preſerve their proviſions for upwards of an hundred families, which they daily expected to reinforce their

colony.

colony. Hence he appears to be no novice in his profeſſion, by his readineſs at inventing a plauſible pretence for his intereſted management. However, this, though ſufficiently provoking, was far from being the moſt exceptionable part of his conduct. For by the neighbourhood of the river *Plate*, a conſiderable ſmuggling traffic is carried on between the *Portugueſe* and the *Spaniards*, eſpecially in the exchanging gold for ſilver, by which both Princes are defrauded of their fifths, and in this prohibited commerce Don *Joſe* was ſo deeply engaged, that in order to ingratiate himſelf with his *Spaniſh* correſpondents (for no other reaſon can be given for his procedure) he treacherouſly diſpatched an expreſs to *Buenos Ayres* in the river of *Plate*, where *Pizarro* then lay, with an account of our arrival, and of the ſtrength of our ſquadron; particularly mentioning the number of ſhips, guns and men, and every circumſtance which he could ſuppoſe our enemy deſirous of being acquainted with. And the ſame perfidy every *Britiſh* cruizer may expect, who touches at St. *Catherine's*, while it is under the Government of Don *Joſe Sylva de Paz*.

Thus much, with what we ſhall be neceſſitated to relate in the courſe of our own proceedings, may ſuffice as to the preſent ſtate of St. *Catherine's*, and the character of its Governor. But as the reader may be deſirous of knowing to what cauſes the late new modelling of this ſettlement is owing; to ſatisfy him in this particular, it will be neceſſary to give a ſhort account of the adjacent continent of *Brazil*, and of the wonderful diſcoveries

veries which have been made there within theſe laſt forty years, which, from a country of but mean eſtimation, has rendered it now perhaps the moſt conſiderable colony on the face of the globe.

This country was firſt diſcovered by *Americus Veſputio* a *Florentine*, who had the good fortune to be honoured with giving his name to the immenſe continent, ſome time before found out by *Columbus*. *Veſputio* being in the ſervice of the *Portugueſe*, it was ſettled and planted by that Nation, and with the other dominions of *Portugal*, devolved to the Crown of *Spain*, when that Kingdom became ſubject to it. During the long war between *Spain* and the States of *Holland*, the *Dutch* poſſeſſed themſelves of the northermoſt part of *Brazil*, and were maſters of it for ſome years. But when the *Portugueſe* revolted from the *Spaniſh* Government, this country took part in the revolt, and ſoon repoſſeſſed themſelves of the places the *Dutch* had taken; ſince which time it has continued without interruption under the Crown of *Portugal*, being, till the beginning of the preſent century, only productive of ſugar, and tobacco, and a few other commodities of very little account.

But this country, which for many years was only conſidered for the produce of its plantations, has been lately diſcovered to abound with the two minerals, which mankind hold in the greateſt eſteem, and which they exert their utmoſt art and induſtry in acquiring, I mean, gold and diamonds. Gold was firſt found in the mountains, which lie adjacent to the city of *Rio Janeiro*. The occaſion

of its discovery is variously related, but the most common account is, that the *Indians*, lying on the back of the *Portuguese* settlements, were observed by the soldiers employed in an expedition against them to make use of this metal for their fish-hooks; and their manner of procuring it being enquired into, it appeared that great quantities of it were annually washed from the hills, and left amongst the sand and gravel, which remained in the vallies after the running off, or evaporation of the water. It is now little more than forty years since any quantities of gold worth notice have been imported to *Europe* from *Brazil*; but since that time the annual imports from thence have been continually augmented by the discovery of places in other provinces, where it is to be met with as plentifully as at first about *Rio Janeiro*. And it is now said, that there is a small slender vein of it spread through all the country, at about twenty-four feet from the surface, but that this vein is too thin and poor to answer the expence of digging; however, where the rivers or rains have had any course for a considerable time, there gold is always to be collected, the water having separated the metal from the earth, and deposited it in the sands, thereby saving the expences of digging: So that it is esteemed an infallible gain to be able to divert a stream from its channel, and to ransack its bed. From this account of gathering this metal, it should follow, that there are properly no gold mines in *Brazil*; and this the Governor of *Rio Grande* (who being at St. *Catherine's*, frequently visited Mr. *Anson*) did most confidently affirm,

affirm, assuring us, that the gold was all collected either from rivers, or from the beds of torrents after floods. It is indeed asserted, that in the mountains, large rocks are found abounding with this metal; and I myself have seen the fragment of one of these rocks with a considerable lump of gold intangled in it; but even in this case, the workmen break off the rocks, and do not properly mine into them; and the great expence in subsisting among these mountains, and afterwards in separating the metal from the stone, makes this method of procuring gold to be but rarely put in practice.

The examining the bottoms of rivers, and the gullies of torrents, and the washing the gold found therein from the sand and dirt, with which it is always mixed, are works performed by slaves, who are principally Negroes, kept in great numbers by the *Portuguese* for these purposes. The regulation of the duty of these slaves is singular; For they are each of them obliged to furnish their master with the eighth part of an ounce of gold *per diem*; and if they are either so fortunate or industrious as to collect a greater quantity, the surplus is considered as their own property, and they have the liberty of disposing of it as they think fit. So that it is said some Negroes who have accidentally fallen upon rich washing places have themselves purchased slaves, and have lived afterwards in great splendor, their original master having no other demand on them than the daily supply of the forementioned eighth; which as the *Portuguese* ounce is somewhat lighter than our

troy ounce, may amount to about nine ſhillings ſterling.

The quantity of gold thus collected in the *Brazils*, and returned annually to *Liſbon*, may be in ſome degree eſtimated from the amount of the King's fifth. This hath of late been eſteemed one year with another to be one hundred and fifty arroves of 32 *l. Portugueſe* weight each, which at 4*l.* the troy ounce, makes very near 300,000 *l.* ſterling; and conſequently the capital, of which this is the fifth, is about a million and a half ſterling. It is obvious that the annual return of gold to *Liſbon* cannot be leſs than this, though it be difficult to determine how much it exceeds it; perhaps we may not be very much miſtaken in our conjecture, if we ſuppoſe the gold exchanged for ſilver with the *Spaniards* at *Buenos Ayres*, and what is brought privily to *Europe*, and eſcapes the duty, amounts to near half a million more, which will make the whole annual produce of the *Braſilian* gold near two millions ſterling; a prodigious ſum to be found in a country, which a few years ſince was not known to furniſh a ſingle grain.

I have already mentioned, that beſides gold, this country does likewiſe produce diamonds. The diſcovery of theſe valuable ſtones is much more recent than that of gold, it being as yet ſcarce twenty years ſince the firſt was brought to *Europe*. They are found in the ſame manner as the gold in the gullies of torrents and beds of rivers, but only in particular places, and not ſo univerſally ſpread through the country. They were often found in waſhing the gold before they were known

to be diamonds, and were conſequently thrown away with the ſand and gravel ſeparated from it. And it is very well remembered, that numbers of very large ſtones, which would have made the fortunes of the poſſeſſors, have paſſed unregarded through the hands of thoſe, who now with impatience ſupport the mortifying reflection. However, about twenty years ſince, a perſon acquainted with the appearance of rough diamonds, conceived that theſe pebbles, as they were then eſteemed, were of the ſame kind: But it is ſaid, that there was a conſiderable interval between the firſt ſtarting of this opinion, and the confirmation of it by proper trials and examination, it proving difficult to perſuade the inhabitants, that what they had been long accuſtomed to deſpiſe, could be of the importance repreſented by this diſcovery; and I have been informed, that in this interval, a Governor of one of their places procured a good number of theſe ſtones, which he pretended to make uſe of at cards to mark with, inſtead of counters. But it was at laſt confirmed by ſkilful Jewellers in *Europe*, conſulted on this occaſion, that the ſtones thus found in *Brazil* were truly diamonds, many of which were not inferior either in luſtre, or any other quality to thoſe of the *Eaſt-Indies*. On this determination the *Portugueſe*, in the neighbourhood of thoſe places where they had firſt been obſerved, ſet themſelves to ſearch for them with great aſſiduity. And they were not without great hopes of diſcovering conſiderable maſſes of them, as they found large rocks of chryſtal in many of the

mountains, from whence the streams came which washed down the diamonds.

But it was soon represented to the King of *Portugal*, that if such plenty of diamonds should be met with as their sanguine conjectures seemed to indicate, this would so debase their value, and diminish their estimation, that besides ruining all the *Europeans*, who had any quantity of *Indian* diamonds in their possession, it would render the discovery itself of no importance, and would prevent his Majesty from receiving any advantages from it. And on these considerations his Majesty has thought proper to restrain the general search of diamonds, and has erected a Diamond Company for that purpose, with an exclusive charter. This Company, in consideration of a sum paid to the King, is vested with the property of all diamonds found in *Brazil*. But to hinder them collecting too large quantities, and thereby reducing their value, they are prohibited from employing above eight hundred slaves in searching after them. And to prevent any of his other subjects from acting the same part, and likewise to secure the Company from being defrauded by the interfering of interlopers in their trade and property, he has depopulated a large town, and a considerable district round it, and has obliged the inhabitants, who are said to amount to six thousand, to remove to another part of the country; for this town being in the neighbourhood of the diamonds, it was thought impossible to prevent such a number of people, who were on the spot, from frequently smuggling.

In consequence of these important discoveries in *Brazil*, new laws, new governments, and new regulations have been established in many parts of the country. For not long since, a considerable tract, possessed by a set of inhabitants, who from their principal settlement were called *Paulists*, was almost independent of the Crown of *Portugal*, to which it scarcely acknowledged more than a nominal allegiance. These *Paulists* are said to be descendants of those *Portuguese*, who retired from the northern part of *Brazil*, when it was invaded and possessed by the *Dutch*. As from the confusion of the times they were long neglected by their superiors, and were obliged to provide for their own security and defence, the necessity of their affairs produced a kind of government among them, which they found sufficient for the confined manner of life to which they were inured. And being thus habituated to their own regulations, they at length grew fond of their independency. So that rejecting and despising the mandates of the Court of *Lisbon*, they were often engaged in a state of downright rebellion. And the mountains surrounding their country, and the difficulty of clearing the few passages that open into it, generally put it in their power to make their own terms before they submitted. But as gold was found to abound in this country of the *Paulists*, the present King of *Portugal* (during whose reign almost the whole discoveries I have mentioned were begun and compleated) thought it incumbent on him to reduce this province, which now became of great consequence, to the same de-

pendency and obedience with the reſt of the country, which, I am told, he has at laſt, though with great difficulty, happily effected. And the ſame motives which induced his Majeſty to undertake the reduction of the *Pauliſts*, has alſo occaſioned the changes I have mentioned, to have taken place at the Iſland of St. *Catherine's*. For the Governor of *Rio Grande*, of whom I have already ſpoken, aſſured us, that in the neighbourhood of this Iſland there were conſiderable rivers which were found to be extremely rich, and that this was the reaſon that a garriſon, a military Governor, and a new colony was ſettled there. And as the harbour at this Iſland is by much the ſecureſt and the moſt capacious of any on the coaſt, it is not improbable, if the riches of the neighbourhood anſwer their expectations, but it may become in time the principal ſettlement in *Brazil*, and the moſt conſiderable port in all South *America*.

Thus much I have thought neceſſary to inſert, in relation to the preſent ſtate of *Brazil*, and of the Iſland of St *Catherine's*. For as this laſt place has been generally recommended as the moſt eligible port for our cruiſers to refreſh at, which are bound to the *South Seas*, I believed it to be my duty to inſtruct my countrymen, in the hitherto unſuſpected inconveniencies which attend that place. And as the *Braſilian* gold and diamonds are ſubjects, about which, from their novelty, very few particulars have been hitherto publiſhed, I conceived this account I had collected of them, would appear to the reader to be neither

ther a trifling nor a uſeleſs digreſſion. Theſe ſubjects being thus diſpatched, I ſhall now return to the ſeries of our own proceedings.

When we firſt arrived at *St. Catherine's*, we were employed in refreſhing our ſick on ſhore, in wooding and watering the ſquadron, cleanſing our ſhips, and examining and ſecuring our maſts and rigging, as I have already obſerved in the foregoing chapter. At the ſame time Mr. *Anſon* gave directions, that the ſhips companies ſhould be ſupplied with freſh meat, and that they ſhould be victualled with whole allowance of all the kinds of proviſion. In conſequence of theſe orders, we had freſh beef ſent on board us continually for our daily expence, and what was wanting to make up our allowance we received from our Victualler the *Anna Pink*, in order to preſerve the proviſions on board our ſquadron entire for our future ſervice. The ſeaſon of the year growing each day leſs favourable for our paſſage round Cape *Horn*, Mr. *Anſon* was very deſirous of leaving this place as ſoon as poſſible; and we were at firſt in hopes that our whole buſineſs would be done, and we ſhould be in a readineſs to ſail in about a fortnight from our arrival. But, on examining the *Tryal*'s maſts, we, to our no ſmall vexation, found inevitable employment for twice that time. For, on a ſurvey, it was found that the main-maſt was ſprung at the upper woulding, though it was thought capable of being ſecured by a couple of ſiſhes; but the fore-maſt was reported to be unfit for ſervice, and thereupon the Carpenters were ſent into the woods, to endeavour

to

to find a stick proper for a fore-mast. But after a search of four days, they returned without having been able to meet with any tree fit for the purpose. This obliged them to come to a second consultation about the old fore-mast, when it was agreed to endeavour to secure it by casing it with three fishes. And in this work the Carpenters were employed, till within a day or two of our sailing. In the mean time, the Commodore thinking it necessary to have a clean vessel on our arrival in the *South-Seas*, ordered the *Tryal* to be hove down, as this would not occasion any loss of time, but might be compleated while the Carpenters were refitting her masts, which was done on shore.

On the 27th of *December* we discovered a sail in the offing, and not knowing but she might be a *Spaniard*, the eighteen oared-boat was manned and armed, and sent under the command of our second Lieutenant, to examine her, before she arrived within the protection of the forts. She proved to be a *Portugueſe* Brigantine from *Rio Grande*. And though our Officer, as it appeared on inquiry, had behaved with the utmost civility to the Master, and had refused to accept a calf, which the Master would have forced on him as a present: Yet the Governor took great offence at our sending our boat; and talked of it in a high strain, as a violation of the peace subsisting between the Crowns of *Great-Britain* and *Portugal*. We at first imputed this ridiculous bluftering to no deeper a cause, than Don *Joſe*'s insolence; but as we found he proceeded so far as to charge our officer

ficer with behaving rudely, and opening letters, and particularly with an attempt to take out of the veſſel, by violence, the very calf which we knew he had refuſed to receive as a preſent, (a circumſtance which we were ſatisfied the Governor was well acquainted with) we had hence reaſon to ſuſpect, that he purpoſely ſought this quarrel, and had more important motives for engaging in it, than the mere captious biaſs of his temper. What theſe motives were, it was not ſo eaſy for us to determine at that time; but as we afterwards found by letters, which fell into our hands in the *South-Seas*, that he had diſpatched an expreſs to *Buenos Ayres*, where *Pizarro* then lay, with an account of our ſquadron's arrival at St. *Catherine's*, together with the moſt ample and circumſtantial intelligence of our force and condition, we thence conjectured that Don *Joſe* had raiſed this groundleſs clamour, only to prevent our viſiting the Brigantine when ſhe ſhould put to ſea again, leſt we might there find proofs of his perfidious behaviour, and perhaps at the ſame time diſcover the ſecret of his ſmuggling correſpondence with his neighbouring Governors, and the *Spaniards* at *Buenos Ayres*. But to proceed,

It was near a month before the *Tryal* was refitted; for not only her lower maſts were defective, as hath been already mentioned, but her main top-maſt and fore-yard were likewiſe decayed and rotten. While this work was carrying on, the other ſhips of the ſquadron fixed new ſtanding rigging, and ſet up a ſufficient number of preventer ſhrouds to each maſt, to ſecure them in the moſt effectual

manner. And in order to render the ſhips ſtiffer, and to enable them to carry more ſail abroad, and to prevent their ſtraining their upper works in hard gales of wind, each Captain had orders given him to ſtrike down ſome of their great guns into the hold. Theſe precautions being complied with, and each ſhip having taken in as much wood and water as there was room for, the *Tryal* was at laſt compleated, and the whole ſquadron was ready for the ſea: On which the tents on ſhore were ſtruck, and all the ſick were received on board. And here we had a melancholy proof how much the healthineſs of this place had been over-rated by former writers, for we found that though the *Centurion* alone had buried no leſs than twenty-eight men ſince our arrival, yet the number of her ſick was in the ſame interval increaſed from eighty to ninety-ſix. When our crews were embarked, and every thing was prepared for our departure, the Commodore made a ſignal for all Captains, and delivered them their orders, containing the ſucceſſive places of rendezvous from hence to the coaſt of *China*. And then, on the next day, being the 18th of *January*, the ſignal was made for weighing, and the ſquadron put to ſea, leaving without regret this Iſland of St. *Catherine's*, where we had been ſo extremely diſappointed in our refreſhments, in our accommodations, and in the humane and friendly offices which we had been taught to expect in a place, which hath been ſo much celebrated for its hoſpitality, freedom, and convenency.

CHAP. VI.

The run from St. *Catherine's* to port St. *Julian*, with some account of that port, and of the country to the southward of the river of *Plate*.

IN leaving St. *Catherine's*, we left the last amicable port we proposed to touch at, and were now proceeding to an hostile, or at best, a desart and inhospitable coast. And as we were to expect a more boisterous climate to the southward than any we had yet experienced, not only our danger of separation would by this means be much greater than it had been hitherto, but other accidents of a more mischievous nature were likewise to be apprehended, and as much as possible to be provided against. Mr. *Anson*, therefore, in appointing the various stations at which the ships of the squadron were to rendezvous, had considered, that it was possible his own ship might be disabled from getting round Cape *Horn*, or might be lost, and had given proper directions, that even in that case the expedition should not be abandoned. For the orders delivered to the Captains, the day before we sailed from St. *Catherine's*, were, that in case of separation, which they were with the utmost care to endeavour to avoid, the first place of rendezvous should be the bay of port St. *Julian*; describing

the place from Sir *John Narborough*'s account of it! There they were to supply themselves with as much salt as they could take in, both for their own use, and for the use of the squadron; and if, after a stay of ten days, they were not joined by the Commodore, they were then to proceed through *Straights Le Maire* round Cape *Horn*, into the *South-Sea*, where the next place of rendezvous was to to be the Island of *Nostra Senora del Socoro*, in the latitude of 45° South, and longitude from the *Lizard* 71°. 12 West. They were to bring this Island to bear E. N. E, and to cruize from five to twelve leagues distance from it, as long as their store of wood and water would permit, both which they were to expend with the utmost frugality. And when they were under an absolute necessity of a fresh supply, they were to stand in, and endeavour to find out an anchoring place; and in case they could not, and the weather made it dangerous to supply their ships by standing off and on, they were then to make the best of their way to the Island of *Juan Fernandes*, in the latitude of 33°. 37 South. At this Island, as soon as they had recruited their wood and water, they were to continue cruising off the anchoring place for fifty six days; in which time, if they were not joined by the Commodore, they might conclude that some accident had befallen him, and they were forthwith to put themselves under the command of the senior Officer, who was to use his utmost endeavours to annoy the enemy both by sea and land. With these views their new Commodore was to continue in those seas as long as his provisions lasted,

asted, or as long as they were recruited by what he should take from the Enemy, reserving only a sufficient quantity to carry him and the ships under his command to *Macao*, at the entrance of the river of *Canton* on the coast of *China*, where having supplied himself with a new stock of provisions, he was thence, without delay, to make the best of his way to *England*. And as it was found impossible as yet to unload our Victualler the *Anna Pink*, the Commodore gave the Master of her the same rendezvous, and the same orders to put himself under the command of the remaining senior Officer.

Under these orders the squadron sailed from St. *Catherine's* on *Sunday* the 18th of *January*, as hath been already mentioned in the preceding chapter. The next day we had very squally weather, attended with rain, lightning and thunder, but it soon became fair again with light breezes, and continued thus till *Wednesday* evening, when it blew fresh again; and encreasing all night, by eight the next morning it became a most violent storm, and we had with it so thick a fog, that it was impossible to see at the distance of two ships length, so that the whole squadron disappeared. On this, a signal was made, by firing guns, to bring to with the larboard tacks, the wind being then due East. We ourselves immediately handed the top-sails, bunted the main-sail, and lay to under a reefed mizen till noon, when the fog dispersed, and we soon discovered all the ships of the squadron, except the *Pearl*, who did not join us till near a month afterwards. Indeed the *Tryal*

Sloop

sloop was a great way to leeward, having loſt her main-maſt in the ſquall, and having been obliged, for fear of bilging, to cut away the raft. We therefore bore down with the ſquadron to her relief, and the *Gloucester* was ordered to take her in tow; for the weather did not entirely abate till the day after, and even then, a great ſwell continued from the eaſtward, in conſequence of the preceding ſtorm.

After this accident we ſtood to the ſouthward with little interruption, and here we experienced the ſame ſetting of the current, which we had obſerved before our arrival at St. *Catherine's*; that is, we generally found ourſelves to the ſouthward of our reckoning, by about twenty miles each day. This deviation, with a little inequality, laſted till we had paſſed the latitude of the river of *Plate*; and even then, we diſcovered that the ſame current, however difficult to be accounted for, did yet undoubtedly take place; for we were not ſatisfied in deducing it from the error in our reckoning, but we actually tried it more than once, when a calm made it practicable.

As ſoon as we had paſſed the latitude of the river of *Plate*, we had ſoundings which continued all along the coaſt of *Patagonia*. Theſe ſoundings, when well aſcertained, being of great uſe in determining the poſition of the ſhip, and we having tried them more frequently, and in greater depths, and with more attention, than I believe hath been done before us; I ſhall recite our obſervations as ſuccinctly as I can, referring to the chart hereafter inſerted in the ninth chapter of this

book,

book, for a general view of the whole. In the latitude of 36° : 52′, we had sixty fathom of water, with a bottom of fine black and grey sand; from thence, to 39° : 55′, we varied our depths from fifty to eighty fathom, though we had constantly the same bottom as before; between the last mentioned latitude, and 43° : 16′, we had only fine grey sand, with the same variation of depths, except that we once or twice lessened our water to forty fathom. After this, we continued in forty fathom for about half a degree, having a bottom of coarse sand and broken shells, at which time we were in sight of land, and not above seven leagues from it: As we edged from the land we met with variety of soundings; first black sand, then muddy, and soon after rough ground with stones; but when we had encreased our water to forty-eight fathom, we had a muddy bottom to the latitude of 46° : 10′. Hence drawing towards the shore, we had first thirty-six fathom, and still kept shoaling our water, till at length we came into twelve fathom, having constantly small stones and pebbles at the bottom. Part of this time we had a view of Cape *Blanco*, which lies in about the latitude of 47° : 10′, and longitude West from *London* 69°. This is the most remarkable land upon the coast: Two very exact views of it are exhibited in the third plate, where (*b*) represents the Cape itself, these draughts will fully enable future Voyagers to distinguish it. Steering from hence S. by E. nearly, we, in a run of about thirty leagues deepned our water to fifty fathom, without once altering the bottom;

and then drawing towards the shore with a S. W. course, varying rather to the westward, we had constantly a sandy bottom, till our coming into thirty fathom, where we had again a sight of land distant from us, about eight leagues, lying in the latitude of 48°: 31'. We made this land on the 17th of *February*, and at five that afternoon, we came to an anchor having the same soundings as before, in the latitude of 48°: 58', the southermost land then in view bearing S. S. W, the northermost N. ¼ E, a small Island N. W, and the westermost hummock W. S. W. In this station we found the tide to set S. by W; and weighing again at five the next morning, we, an hour afterwards, discovered a sail, upon which the *Severn* and *Gloucester* were both directed to give chace; but we soon perceived it to be the *Pearl*, which separated from us a few days after we left St. *Catherine's*, and on this we made a signal for the *Severn* to rejoin the squadron, leaving the *Gloucester* alone in the pursuit. And now we were surprized to see, that on the *Gloucester's* approach, the people on board the *Pearl* increased their sail, and stood from her. However, the *Gloucester* came up with them, but found them with their hammocks in their nettings, and every thing ready for an engagement. At two in the afternoon the *Pearl* joined us, and running up under our stern, Lieutenant *Salt* haled the Commodore, and acquainted him that Captain *Kidd* died on the 31st of *January*. He likewise informed us, that he had seen five large ships the 10th instant, which he for some time imagined

imagined to be our ſquadron: So that he ſuffered the commanding ſhip, which wore a red broad pendant, exactly reſembling that of the Commodore, at the main top-maſt head, to come within gun-ſhot of him before he diſcovered his miſtake; but then finding it not to be the *Centurion*, he haled cloſe upon the wind, and crowded from them with all his ſail, and ſtanding croſs a ripling, where they heſitated to follow him, he happily eſcaped. He made them to be five *Spaniſh* men of war, one of them exceedingly like the *Glouceſter*, which was the occaſion of his apprehenſions, when the *Glouceſter* chaſed him. By their appearance he thought they conſiſted of two ſhips of ſeventy guns, two of fifty, and one of forty guns. It ſeems the whole ſquadron continued in chace of him all that day, but at night finding they could not get near him, they gave over the chace, and directed their courſe to the ſouthward.

Had it not been for the neceſſity we were under of refitting the *Tryal*, this piece of intelligence would have prevented our making any ſtay at St. *Julian's*; but as it was impoſſible for that ſloop to proceed round the Cape in her preſent condition, ſome ſtay there was inevitable, and therefore the ſame evening we came to an anchor again in twenty-five fathom water, the bottom a mixture of mud and ſand, and a high hummock bearing S. W. by W. And weighing anchor in the morning, we ſent the two Cutters belonging to the *Centurion* and *Severn* in ſhore, to diſcover the harbour of St. *Julian*, while the ſhips kept

ſtanding along the coaſt, about the diſtance of a league from the land. At ſix o'clock we anchored in the bay of St. *Julian*, in nineteen fathom, the bottom muddy ground with ſand, the northermoſt land in ſight bearing N. and by E, the ſouthermoſt S. ½ E, and the high hummock, to which Sir *John Narborough* formerly gave the name of *Wood's Mount*, W. S. W. Soon after, the Cutter returned on board having diſcovered the harbour, which did not appear to us in our ſituation, the northermoſt point ſhutting in upon the ſouthermoſt, and in appearance cloſing the entrance. To facilitate the knowledge of this coaſt to future Navigators, there are two views in the 4th and 5th plates; the firſt of the land of *Patagonia*, to the northward of port St. *Julian*, where (*w*) is *Wood's Mount*, and the bay of St. *Julian* lies round the point (*c*). The ſecond view is of the bay itſelf, and there again (*w*) is *Wood's Mount*, (*a*) is cape St. *Julian*, and (*b*) the port or river's mouth.

Being come to an anchor in this bay of St. *Julian*, principally with a view of refitting the *Tryal*, the Carpenters were immediately employed in that buſineſs, and continued ſo during our whole ſtay at the place. The *Tryal*'s main-maſt having been carried away about twelve feet below the cap, they contrived to make the remaining part of the maſt ſerve again; and the *Wager* was ordered to ſupply her with a ſpare main top-maſt, which the Carpenters converted into a new fore-maſt. And I cannot help obſerving, that this accident to the *Tryal*'s maſt, which gave us ſo much uneaſineſs at that time, on account of the delay it occaſioned, was,

was, in all probability, the means of preſerving the ſloop, and all her crew. For before this, her maſts, how well ſoever proportioned to a better climate, were much too lofty for theſe high ſouthern latitudes: So that had they weathered the preceding ſtorm, it would have been impoſſible for them to have ſtood againſt thoſe ſeas and tempeſts we afterwards encountered in paſſing round Cape *Horn*, and the loſs of maſts in that boiſterous climate, would ſcarcely have been attended with leſs than the loſs of the veſſel, and of every man on board her; ſince it would have been impracticable for the other ſhips to have given them any relief, during the continuance of thoſe impetuous ſtorms.

Whilſt we ſtayed at this place, the Commodore appointed the Honourable Captain *Murray* to ſucceed to the *Pearl*, and Captain *Cheap* to the *Wager*, and he promoted Mr. *Charles Saunders*, his firſt Lieutenant, to the command of the *Tryal* Sloop. But Capt. *Saunders* lying dangerouſly ill of a fever on board the *Centurion*, and judging the opinion of the Surgeons, that the removing him on board his own ſhip, in his preſent condition, might tend to the hazard of his life; Mr. *Anſon* gave an order to Mr. *Saumarez*, firſt Lieutenant of the *Centurion*, to act as Maſter and Commander of the *Tryal*, during the Illneſs of Captain *Saunders*.

Here the Commodore too, in order to eaſe the expedition of all unneceſſary expence, held a farther conſultation with his Captains about unloading and diſcharging the *Anna Pink*; but they repreſented to him, that they were ſo far from being

in a condition of taking any part of her loading on board, that they had ſtill great quantities of proviſions in the way of their guns between decks, and that their ſhips were withal ſo very deep, that they were not fit for action without being cleared. This put the Commodore under a neceſſity of retaining the *Pink* in the ſervice; and as it was apprehended we ſhould certainly meet with the *Spaniſh* ſquadron, in paſſing the Cape, Mr. *Anſon* thought it adviſeable to give orders to the Captains, to put all their proviſions, which were in the way of their guns, on board the *Anna Pink*, and to remount ſuch of their guns as had formerly, for the eaſe of their ſhips, been ordered into the hold.

This bay of St. *Julian*, where we are now at anchor, being a convenient rendezvous, in caſe of ſeparation, for all cruiſers bound to the ſouthward, and the whole coaſt of *Patagonia*, from the river of *Plate* to the Streights of *Magellan*, lying nearly parallel to their uſual route, a ſhort account of the ſingularity of this country, with a particular deſcription of port St. *Julian*, may perhaps be neither unacceptable to the curious, nor unworthy the attention of future Navigators, as ſome of them, by unforeſeen accidents, may be obliged to run in with the land, and to make ſome ſtay on this coaſt, in which caſe the knowledge of the country, its produce and inhabitants, cannot but be of the utmoſt conſequence to them.

To begin then with the tract of country uſually ſtiled *Patagonia*. This is the name often given to the ſouthermoſt part of South *America*, which is un-

unpoſſeſſed by the *Spaniards*, extending from their ſettlements to the Streights of *Magellan*. This country, on the eaſt ſide, is extremely remarkable, for a peculiarity not to be paralleled in any other known part of the globe; for though the whole territory to the northward of the river of *Plate* is full of wood, and ſtored with immenſe quantities of large timber trees, yet to the ſouthward of the river no trees of any kind are to be met with, except a few peach-trees, firſt planted and cultivated by the *Spaniards* in the neighbourhood of *Buenos Ayres*: So that on the whole eaſtern coaſt of *Patagonia*, extending near four hundred leagues in length, and reaching as far back as any diſcoveries have yet been made, no other wood has been found than a few inſignificant ſhrubs. Sir *John Narborough* in particular, who was ſent out, by King *Charles* the ſecond, expreſly to examine this country, and the Streights of *Magellan*, and who, in purſuance of his orders, wintered upon this coaſt in port St. *Julian* and port *Deſire*, in the year 1670; Sir *John Narborough*, I ſay, tells us, that he never ſaw a ſtick of wood in the country, large enough to make the handle of an hatchet.

But though the country be ſo deſtitute of wood, it abounds with paſture. For the land appears in general to be made up of downs of a light dry gravelly ſoil, and produces great quantities of long coarſe graſs, which grows in tufts interſperſed with large barren ſpots of gravel between them. This graſs, in many places, feeds immenſe herds of cattle: For the *Spaniards* at *Buenos Ayres*,

having, ſoon after their firſt ſettling there, brought over a few black cattle from *Europe*, they have thriven prodigiouſly by the plenty of herbage which they every where met with, and are now encreaſed to that degree, and are extended ſo far into different parts of *Patagonia* that they are not conſidered as private property; but many thouſands at a time are ſlaughtered every year by the Hunters, only for their hides and tallow. The manner of killing theſe cattle, being a practice peculiar to that part of the world, merits a more circumſtantial deſcription. The Hunters employed on this occaſion being all of them mounted on horſeback, (and both the *Spaniards* and *Indians* in that part of the world are uſually moſt excellent horſemen) they arm themſelves with a kind of a ſpear, which, at its end, inſtead of a blade fixed in the ſame line with the wood in the uſual manner, has its blade fixed acroſs; with this inſtrument they ride at a beaſt, and ſurround him; when the Hunter that comes behind him hamſtrings him: And as after this operation the beaſt ſoon tumbles, without being able to raiſe himſelf again, they leave him on the ground, and purſue others, whom they ſerve in the ſame manner. Sometimes there is a ſecond party, who attend the Hunters, to ſkin the cattle as they fall. But it is ſaid, that at other times the Hunters chuſe to let them languiſh in torment till the next day, from an opinion that the anguiſh, which the animal in the mean time endures, may burſt the lymphaticks, and thereby facilitate the ſeparation of the ſkin from the carcaſs: And though their Prieſts

have

have loudly condemned this moſt barbarous practice, and have gone ſo far, if my memory does not fail me, as to excommunicate thoſe who follow it, yet all their efforts to put an entire ſtop to it have hitherto proved ineffectual.

Beſides the numbers of cattle which are every year ſlaughtered for their hides and tallow, in the manner already deſcribed, it is often neceſſary for the uſes of agriculture, and for other purpoſes to take them alive, without wounding them: This is performed with a moſt wonderful and almoſt incredible dexterity, and principally by the uſe of a machine, which the *Engliſh*, who have reſided at *Buenos Ayres*, generally denominate a laſh. It is made of a thong of ſeveral fathoms in length, and very ſtrong, with a running nooſe at one end of it: This the Hunters (who in this caſe are alſo mounted on horſeback) take in their right hands, it being firſt properly coiled up, and having its end oppoſite to the nooſe faſtened to the ſaddle; and thus prepared they ride at a herd of cattle. When they arrive within a certain diſtance of a beaſt, they throw their thong at him with ſuch exactneſs, that they never fail of fixing the nooſe about his horns. The beaſt, when he finds himſelf entangled, generally runs, but the horſe, being ſwifter, attends him, and prevents the thong from being too much ſtrained, till a ſecond Hunter, who follows the game, throws another nooſe about one of its hind legs; and this being done, both horſes (for they are trained to this practice) inſtantly turn different ways, in order to ſtrain the two thongs in contrary directions, on which the

beaſt, by their oppoſite pulls, is preſently overthrown, and then the horſes ſtop, keeping the thongs ſtill upon the ſtretch: Being thus on the ground, and incapable of reſiſtance, (for he is extended between the two horſes) the Hunters alight, and ſecure him in ſuch a manner, that they afterwards eaſily convey him to whatever place they pleaſe. They in like manner nooſe horſes, and, as it is ſaid, even tygers; and however ſtrange this laſt circumſtance may appear, there are not wanting perſons of credit who aſſert it. Indeed, it muſt be owned, that the addreſs both of the *Spaniards* and *Indians* in that part of the world, in the uſe of this laſh or nooſe, and the certainty with which they throw it, and fix it on any intended part of the beaſt at a conſiderable diſtance, are matters only to be believed, from the repeated and concurrent teſtimony of all who have frequented that country, and might reaſonably be queſtioned, did it rely on a ſingle report, or had it been ever contradicted or denied by any one who had reſided at *Buenos Ayres*.

The cattle which are killed in the manner I have already obſerved, are ſlaughtered only for their hides and tallow, to which ſometimes are added their tongues, but the reſt of their fleſh is left to putrify, or to be devoured by the birds and wild beaſts. The greateſt part of this carion falls to the ſhare of the wild dogs, of which there are immenſe numbers to be found in that country. Theſe are ſuppoſed to have been originally produced by *Spaniſh* dogs from *Buenos Ayres*, who, allured by the great quantity of carion, and the facility

facility they had by that means of ſubſiſting, left their Maſters, and ran wild amongſt the cattle; for they are plainly of the breed of the *European* dogs, an animal not originally found in *America*. But though theſe dogs are ſaid to be ſome thouſands in a company, they hitherto neither diminiſh nor prevent the increaſe of the cattle, not daring to attack the herds, by reaſon of the numbers which conſtantly feed together; but contenting themſelves with the carion left them by the Hunters, and perhaps now and then with a few ſtragglers, who, by accidents, are ſeparated from the main body they belong to.

Beſides the wild cattle which have ſpread themſelves in ſuch vaſt herds from *Buenos Ayres* towards the ſouthward, the ſame country is in like manner furniſhed with horſes. Theſe too were firſt brought from *Spain*, and are alſo prodigiouſly encreaſed, and run wild to a much greater diſtance than the black cattle; And though many of them are excellent, yet their number makes them of very little value; the beſt of them being often ſold, in the neighbouring ſettlements, where money is plenty and commodities very dear, for not more than a dollar a-piece. It is not as yet certain how far to the ſouthward theſe herds of wild cattle and horſes have extended themſelves; but there is ſome reaſon to conjecture, that ſtragglers of both kinds are to be met with very near the Streights of *Magellan*; and they will in time doubtleſs fill all the ſouthern part of this Continent with their breed, which cannot fail of proving of conſiderable advantage to ſuch ſhips as may touch upon the

the coaſt; for the horſes themſelves are ſaid to be very good eating, and as ſuch, are preferred by ſome of the *Indians* even before the black cattle. But whatever plenty of fleſh proviſions may be hereafter found here, there is one material refreſhment which this eaſtern ſide of *Patagonia* ſeems to be very defective in, and that is freſh water; for the land being generally of a nitrous and ſaline nature, the ponds and ſtreams are frequently brackiſh. However, as good water has been found there, though in ſmall quantities, it is not improbable, but on a further ſearch, this inconvenience may be removed.

To the account already given, I muſt add, that there are in all parts of this country a good number of *Vicunnas* or *Peruvian* ſheep; but theſe, by reaſon of their ſhyneſs and ſwiftneſs, are killed with difficulty. On the eaſtern coaſt too, there are found immenſe quantities of ſeals, and a vaſt variety of ſea-fowl, amongſt which the moſt remarkable are the *Penguins*; they are in ſize and ſhape like a gooſe, but inſtead of wings they have ſhort ſtumps like fins, which are of no uſe to them, except in the water; their bills are narrow, like that of an *Albitroſs*, and they ſtand and walk in an erect poſture. From this, and their white bellies, Sir *John Narborough* has whimſically likened them to little children ſtanding up in white aprons.

The inhabitants of this eaſtern coaſt (to which I have all along hitherto confined my relation) appear to be but few, and have rarely been ſeen more than two or three at a time, by any ſhips

that

that have touched here. We, during our ſtay at the port of St. *Julian*, ſaw none. However, towards *Buenos Ayres* they are ſufficiently numerous, and oftentimes very troubleſome to the *Spaniards*; but there the greater breadth and variety of the country, and a milder climate, yield them a better protection; for in that place the Continent is between three and four hundred leagues in breadth, whereas at port St. *Julian* it is little more than a hundred: So that I conceive the ſame *Indians* who frequent the weſtern coaſt of *Patagonia* and the Streights of *Magellan*, often ramble to this ſide. As the *Indians* near *Buenos Ayres* exceed theſe ſouthern *Indians* in number, ſo they greatly ſurpaſs them in activity and ſpirit, and ſeem in their manners to be nearly allied to thoſe gallant *Chilian Indians*, who have long ſet the whole *Spaniſh* power at defiance, have often ravaged their country, and remain to this hour independent. For the *Indians* about *Buenos Ayres* have learnt to be excellent horſemen, and are extremely expert in the management of all cutting weapons, though ignorant of the uſe of fire-arms, which the *Spaniards* are very ſolicitous to keep out of their hands. And of the vigour and reſolution of theſe *Indians*, the behaviour of *Orellana* and his followers, whom we have formerly mentioned, is a memorable inſtance. Indeed were we diſpoſed to aim at the utter ſubverſion of the *Spaniſh* power in *America*, no means ſeem more probable to effect it, than due encouragement and aſſiſtance given to theſe *Indians* and thoſe of *Chili*.

Thus

Thus much may ſuffice in relation to the eaſtern coaſt of *Patagonia*. The weſtern coaſt is of leſs extent; and by reaſon of the *Andes* which ſkirt it, and ſtretch quite down to the water, is a very rocky and dangerous ſhore. However, I ſhall be hereafter neceſſitated to make further mention of it, and therefore ſhall not enlarge thereon at this time, but ſhall conclude this account with a ſhort deſcription of the harbour of St. *Julian*, the general form of which may be conceived from the ſketch in the 6th Plate. But it muſt be remembered, that the bar, which is there marked at the entrance, is often ſhifting and has many holes in it. The tide flows here N. and S, and at full and change, riſes four fathom.

We, on our firſt arrival here, ſent an Officer on ſhore to the ſalt-pond, marked (D) in the plan, in order to procure a quantity of ſalt for the uſe of the ſquadron, Sir *John Narborough* having obſerved, when he was here, that the ſalt produced in that place was very white and good, and that in *February* there was enough of it to fill a thouſand ſhips; but our Officer returned with a ſample which was very bad, and he told us, that even of this there was but little to be got; I ſuppoſe the weather had been more rainy than ordinary, and had deſtroyed it. To give the reader a better idea of this port, and of the adjacent country, to which the whole coaſt I have deſcribed bears a great reſemblance, I have inſerted two very accurate views, (which may be ſeen in the 7th and 8th Plates) one of them repreſenting the appearance of the country, when looking up the river;

the other, being a view taken from the ſame ſpot; but the obſerver is now ſuppoſed to turn round oppoſite to his former ſituation, and conſequently this is a repreſentation of the appearance of the country down the river, betwixt the ſtation of the obſerver, and the river's mouth.

CHAP. VII.

Departure from the bay of St. *Julian*, and the paſſage from thence to Streight *Le Maire*.

THE *Tryal* being nearly refitted, which was our principal occupation at this bay of St. *Julian*, and the ſole occaſion of our ſtay, the Commodore thought it neceſſary, as we were now directly bound for the *South-Seas* and the enemy's coaſts, to fix the plan of his firſt operations: And therefore, on the 24th of *February*, a ſignal was made for all Captains, and a Council of war was held on board the *Centurion*, at which were preſent the Honourable *Edward Legg*, Captain *Matthew Mitchell*, the Honourable *George Murray*, Captain *David Cheap*, together with Colonel *Mordaunt Cracherode*, Commander of the land-forces. At this Council Mr. *Anſon* propoſed, that their firſt attempt, after their arrival in the *South-Seas* ſhould be the attack of the town and harbour of *Baldivia*, the principal frontier of the diſtrict of *Chili*; Mr. *Anſon* informing them, at the ſame time, that it was an article contained in his Majeſty's inſtructions to him, to endeavour to ſecure ſome port in the *South-Seas*, where the ſhips of the ſquadron might be careened and refitted. To this propoſition made by the Commodore, the Council unanimouſly and readily agreed; and in conſequence

of this reſolution, new inſtructions were given to the Captains of the ſquadron, by which, though they were ſtill directed, in caſe of ſeparation, to make the beſt of their way to the Iſland of *Nueſtra Senora del Socoro*, yet (notwithſtanding the orders they had formerly given them at St. *Catherine's*) they were to cruize off that Iſland only ten days; from whence, if not joined by the Commodore, they were to proceed, and cruize off the harbour of *Baldivia*, making the land between the latitudes of 40°, and 40° : 30′, and taking care to keep to the ſouthward of the port; and, if in fourteen days they were not joined by the reſt of the ſquadron, they were then to quit this ſtation, and to direct their courſe to the Iſland of *Juan Fernandes*, after which they were to regulate their further proceedings by their former orders. The ſame directions were alſo given to the Maſter of the *Anne Pink*, who was not to fail in anſwering the ſignals made by any ſhip of the ſquadron, and was to be very careful to deſtroy his papers and orders, if he ſhould be ſo unfortunate, as to fall into the hands of the enemy. And as the ſeparation of the ſquadron might prove of the utmoſt prejudice to his Majeſty's ſervice, each Captain was ordered to give it in charge to the reſpective Officers of the watch, not to keep their ſhip at a greater diſtance from the *Centurion* than two miles, as they would anſwer it at their peril; and if any Captain ſhould find his ſhip beyond the diſtance ſpecified, he was to acquaint the Commodore with the name of the Officer, who had thus neglected his duty.

These necessary regulations being established, and the *Royal* Sloop compleated, the squadron weighed on *Friday* the 27th of *February*, at seven in the morning, and stood to the sea: the *Gloucester* indeed found a difficulty in purchasing her anchor, and was left a considerable way astern, so that in the night we fired several guns as a signal to her Captain to make sail, but he did not come up to us till the next morning, when we found that they had been obliged to cut their cable, and leave their best bower behind them. At ten in the morning, the day after our departure, *Wing's Mount*, the highland over St. *Julian*, bore from us N. by W. distant ten leagues, and we had fifty two fathom of water. And now standing to the southward, we had great expectation of falling in with *Pizarro*'s squadron; for, during our stay at port St. *Julian*, there had generally been hard gales between the W. N. W. and S. W. so that we had reason to conclude the *Spaniards* had gained no ground upon us in that interval. Indeed it was the prospect of meeting with them, that had occasioned our Commodore to be so very solicitous to prevent the separation of our ships: For, had we been solely intent upon getting round Cape *Horn* in the shortest time, the properest method for this purpose would have been, to have ordered each ship to have made the best of her way to the rendezvous, without waiting for the rest.

From our departure from St. *Julian*, to the 4th of *March*, we had little wind, with thick hazy weather, and some rain; and our soundings

were generally from forty to fifty fathom, with a bottom of black and grey sand, sometimes interspersed with pebble stones. On the 4th of *March* we were in sight of Cape *Virgin Mary*, and not more than six or seven leagues distant from it. This Cape is the northern boundary of the entrance of the Streights of *Magellan*, it lies in the latitude of 52° 21′ South, and longitude from *London* 71° 0′ 44′ West, and seems to be a low flat land, ending in a point. And for a direction to such ships as may, by particular reasons, be induced hereafter to pass through those Streights into the *South Seas*, there is in the ninth Plate a very accurate draught of its appearance, where (*a*) represents the Cape itself. Off this Cape our depth of water was from thirty-five to forty-eight fathom. The afternoon of this day was very bright and clear, with small breezes of wind, inclinable to a calm, and most of the Captains took the opportunity of this favourable weather to pay a visit to the Commodore; but while they were in company together, they were all greatly alarmed by a sudden flame, which burst out on board the *Gloucester*, and which was succeeded by a cloud of smoak. However, they were soon relieved from their apprehensions, by receiving information, that the blaze was occasioned by a spark of fire from the forge, lighting on some gunpowder and other combustibles, which an Officer on board was preparing for use, in case we should fall in with the *Spanish* fleet; and that it had been extinguished, without any damage to the ship.

We here found what was constantly verified by all our observations in these high latitudes, that fair weather was always of an exceeding short duration, and that when it was remarkably fine, it was a certain presage of a succeeding storm, for the calm and sunshine of our afternoon ended in a most turbulent night, the wind freshning from the S. W. as the night came on, and encreasing its violence continually till nine in the morning the next day, when it blew so hard, that we were obliged to bring to with the squadron, and to continue under a reefed mizen till eleven at night, having in that time from forty-three to fifty-seven fathom water, with black sand and gravel; and by an observation we had at noon, we concluded a current had set us twelve miles to the southward of our reckoning. Towards midnight, the wind abating, we made sail again; and steering South, we discovered in the morning for the first time the land, called *Terra del Fuego*, stretching from the S. by W, to the S. E. ½ E. This indeed afforded us but a very uncomfortable prospect, it appearing of a stupendous height, covered every where with snow. And though the dreariness of this scene can be but imperfectly represented by any Drawing, yet the tenth plate contains so exact a delineation of the form of the country, that it may greatly assist the reader in framing some idea of this uncouth and rugged coast. In this Drawing (*a*) is the opening of Streights *Le Maire*, (*b*) Cape St. *Diego*, (1) (2) (3) the three hills, called the three brothers, and (4) *Montegorda*, an highland which lies up in the country, and appears over

over the three brothers. We ſteered along this ſhore all day, having ſoundings from forty to fifty fathom, with ſtones and gravel. And as we intended to paſs through Streights *Le Maire* next day, we lay to at night, that we might not overſhoot them, and took this opportunity to prepare ourſelves for the tempeſtuous climate we were ſoon to be engaged in; with which view, we employed ourſelves good part of the night in bending an entire new ſuit of ſails to the yards. At four the next morning, being the 7th of *March*, we made ſail, and at eight ſaw the land; and ſoon after we began to open the Streights, at which time Cape St. *James* bore from us E. S. E. Cape St. *Vincent* S. E. ÷ E. the middlemoſt of the three brothers S. and by W. *Montegorda* South, and Cape St. *Bartholomew*, which is the ſouthermoſt point of *Staten-land*, E. S. E. The appearance of the Streights in this ſituation, is repreſented in the eleventh plate, where (*a*) is part of *Staten-land*, (*b*) Cape St. *Bartholomew*, (*c*) part of *Terra del Fuego*, (*d*) port *Maurice*, and (*e*) ſuppoſed to be *Valentine*'s bay, or the bay of good ſucceſs. And here I muſt obſerve, that though *Frezier* has given us a very correct proſpect of the part of *Terra del Fuego*, which borders on the Streights, yet he has omitted that of *Staten-land*, which forms the oppoſite ſhore: Hence we found it difficult to determine exactly where the Streights lay, till they began to open to our view; and for want of this, if we had not happened to have coaſted a conſiderable way along ſhore, we might have miſſed the Streights, and have got to the

eastward of *Staten-land* before we knew it. This is an accident that has happened to many ships, particularly, as *Frezier* mentions, to the *Incarnation* and *Concord*; who intending to pass through Streights *Le Maire*, were deceived by three hills on *Staten-land* like the three brothers, and some creeks resembling those of *Terra del Fuego*, and thereby over-shot the Streights. To prevent these accidents for the future, there is inserted the West prospect of *Staten-land*, where (*a*) is Cape St. *Diego*, on *Terra del Fuego*, (*b*) Cape St. *Bartholomeo*, on *Staten-land*. This Drawing will hereafter render it impossible for any ships to be deceived in the manner abovementioned, or to find any difficulty in distinguishing the points of land by which the Streights are formed.

And on occasion of this prospect of *Staten-land* here inserted, I cannot but remark, that though *Terra del Fuego* had an aspect extremely barren and desolate, yet this Island of *Staten-land* far surpasses it, in the wildness and horror of its appearance: It seeming to be entirely composed of inaccessible rocks, without the least mixture of earth or mould between them. These rocks terminate in a vast number of ragged points, which spire up to a prodigious height, and are all of them covered with everlasting snow; the points themselves are on every side surrounded with frightful precipices, and often overhang in a most astonishing manner; and the hills which bear them, are generally separated from each other by narrow clefts, which appear as if the country had been frequently rent by earthquakes; for these chasms

are

are nearly perpendicular, and extend through the substance of the main rocks, almoſt to their very bottoms: So that nothing can be imagined more ſavage and gloomy, than the whole aſpect of this coaſt. But to proceed:

I have abovementioned, that on the 7th of *March*, in the morning, we opened Streights *Le Maire*, and ſoon after or about ten o'clock, the *Pearl* and the *Tryal* being ordered to keep a-head of the ſquadron, we entered them with fair weather and a briſk gale, and were hurried through by the rapidity of the tide in about two hours, though they are between ſeven and eight leagues in length. As theſe Streights are often eſteemed to be the boundary between the *Atlantic* and *Pacifick* Oceans, and as we preſumed we had nothing before us from hence but an open ſea, till we arrived on thoſe opulent coaſts where all our hopes and wiſhes centered, we could not help perſwading ourſelves, that the greateſt difficulty of our paſſage was now at an end, and that our moſt ſanguine dreams were upon the point of being realiſed: and hence we indulged our imaginations in thoſe romantick ſchemes which the fancied poſſeſſion of the *Chilian* gold and *Peruvian* ſilver might be conceived to inſpire. Theſe joyous ideas were conſiderably heightened by the brightneſs of the ſky and ſerenity of the weather, which was indeed moſt remarkably pleaſing; for though the winter was now advancing apace, yet the morning of this day, in its brilliancy and mildneſs, gave place to none we had ſeen ſince our departure from *England*. Thus animated by theſe

these flattering delusions, we passed those memorable Streights, ignorant of the dreadful calamities which were then impending, and just ready to break upon us; ignorant that the time drew near, when the squadron would be separated never to unite again, and that this day of our passage was the last chearful day that the greatest part of us would ever live to enjoy.

CHAP. VIII.

From Streights *Le Maire* to Cape *Noir*.

WE had ſcarcely reached the ſouthern extremity of the Streights *Le Maire*, when our flattering hopes were inſtantly loſt in the apprehenſions of immediate deſtruction: For before the ſternmoſt ſhips of the ſquadron were clear of the Streights, the ſerenity of the ſky was ſuddenly obſcured, and we obſerved all the preſages of an impending ſtorm; and preſently the wind ſhifted to the ſouthward, and blew in ſuch violent ſqualls, that we were obliged to hand our top-ſails, and reef our main-ſail; whilſt the tide too, which had hitherto favoured us, at once turned furiouſly againſt us, and drove us to the eaſtward with prodigious rapidity, ſo that we were in great anxiety for the *Wager* and the *Anna Pink*, the two ſternmoſt veſſels, fearing they would be daſhed to pieces againſt the ſhore of *Staten-land*: Nor were our apprehenſions without foundation, for it was with the utmoſt difficulty they eſcaped. And now the whole ſquadron, inſtead of purſuing their intended courſe to the S. W, were driven to the eaſtward by the united force of the ſtorm, and of the currents; ſo that next day in the morning we found ourſelves near ſeven leagues to the eaſtward of Streights *Le Maire*, which then bore from us N. W. The violence of the current, which had

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ſet us with ſo much precipitation to the eaſtward, together with the fierceneſs and conſtancy of the weſterly winds, ſoon taught us to conſider the doubling of Cape *Horn* as an enterprize, that might prove too mighty for our efforts, though ſome amongſt us had lately treated the difficulties which former voyagers were ſaid to have met with in this undertaking, as little better than chimerical, and had ſuppoſed them to ariſe rather from timidity and unſkilfulneſs, than from the real embarraſments of the winds and ſeas: but we were now ſeverely convinced, that theſe cenſures were raſh and ill-grounded. For the diſtreſſes with which we ſtruggled, during the three ſucceeding months, will not eaſily be paralleled in the relation of any former naval expedition. This will, I doubt not, be readily allowed by thoſe who ſhall carefully peruſe the enſuing narration.

From the ſtorm which came on before we had well got clear of Streights *Le Maire*, we had a continual ſucceſſion of ſuch tempeſtuous weather, as ſurprized the oldeſt and moſt experienced Mariners on board, and obliged them to confeſs, that what they had hitherto called ſtorms were inconſiderable gales, compared with the violence of theſe winds, which raiſed ſuch ſhort, and at the ſame time ſuch mountainous waves, as greatly ſurpaſſed in danger all ſeas known in any other part of the globe: And it was not without great reaſon, that this unuſual appearance filled us with continual terror; for, had any one of theſe waves broke fairly over us, it muſt, in all probability, have ſent us to the bottom. Nor did we eſcape

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with terror only; for the ſhip rolling inceſſantly gunwale to, gave us ſuch quick and violent motions, that the men were in perpetual danger of being daſhed to pieces againſt the decks, or ſides of the ſhip. And though we were extremely careful to ſecure ourſelves from theſe ſhocks, by graſping ſome fixed body, yet many of our people were forced from their hold; ſome of whom were killed, and others greatly injured; in particular, one of our beſt ſeamen was canted overboard and drowned, another diſlocated his neck, a third was thrown into the main hold and broke his thigh, and one of our Boatſwain's Mates broke his collar-bone twice; not to mention many other accidents of the ſame kind. Theſe tempeſts, ſo dreadful in themſelves, though unattended by any other unfavourable circumſtance, were yet rendered more miſchievous to us by their inequality, and the deceitful intervals which they at ſome-times afforded; for though we were oftentimes obliged to lie to for days together under a reefed mizen, and were frequently reduced to lie at the mercy of the waves under our bare poles, yet now and then we ventured to make ſail with our courſes double reefed; and the weather proving more tolerable, would perhaps encourage us to ſet our top-ſails; after which, the wind, without any previous notice, would return upon us with redoubled force, and would in an inſtant tear our ſails from the yards. And that no circumſtance might be wanting which could aggrandize our diſtreſs, theſe blaſts generally brought with them a great quantity of ſnow and ſleet, which

which cased our rigging, and froze our sails, thereby rendring them and our cordage brittle, and apt to snap upon the slightest strain, adding great difficulty and labour to the working of the ship, benumbing the limbs of our people, and making them incapable of exerting themselves with their usual activity, and even disabling many of them, by mortifying their toes and fingers. It were indeed endless to enumerate the various disasters of different kinds which befel us; and I shall only mention the most material, which will sufficiently evince the calamitous condition of the whole squadron, during the course of this navigation.

It was on the 7th of *March*, as hath been already observed, that we passed Streights *Le Maire*, and were immediately afterwards driven to the eastward by a violent storm, and the force of the current which set that way. For the four or five succeeding days we had hard gales of wind from the same quarter, with a most prodigious swell, so that though we stood, during all that time, towards the S. W, yet we had no reason to imagine, we had made any way to the westward. In this interval we had frequent squalls of rain and snow, and shipped great quantities of water; after which, for three or four days, though the seas ran mountains high, yet the weather was rather more moderate. But, on the 18th, we had again strong gales of wind with extreme cold, and at midnight the main top-sail split, and one of the straps of the main dead-eyes broke. From hence, to the 23d, the weather was more favourable,

though often intermixed with rain and ſleet, and ſome hard gales; but as the waves did not ſubſide, the ſhip, by labouring in this lofty ſea, was now grown ſo looſe in her upper works, that ſhe let in the water at every ſeam, ſo that every part within board was conſtantly expoſed to the ſea-water, and ſcarcely any of the Officers ever lay in dry beds. Indeed it was very rare, that two nights ever paſſed without many of them being driven from their beds, by the deluge of water that came in upon them.

On the 23d, we had a moſt violent ſtorm of wind, hail, and rain, with a very great ſea; and though we handed the main top-ſail before the height of the ſquall, yet we found the yard ſprung; and ſoon after the foot-rope of the main-ſail breaking, the main-ſail itſelf ſplit inſtantly to rags, and, in ſpite of our endeavours to ſave it, much the greater part of it was blown over-board. On this, the Commodore made the ſignal for the ſquadron to bring to; and the ſtorm at length ſtartening to a calm, we had an opportunity of getting down our main top-ſail yard to put the Carpenters to work upon it, and of repairing our rigging; after which, having bent a new main-ſail, we got under ſail again with a moderate breeze; but in leſs than twenty-four hours we were attacked by another ſtorm ſtill more furious than the former; for it proved a perfect hurricane, and reduced us to the neceſſity of lying to under our bare poles. As our ſhip kept the wind better than any of the reſt, we were obliged, in the afternoon, to wear ſhip, in order to join the ſquadron

squadron to the leeward, which otherwise we should have been in danger of losing in the night: and, as we dared not venture any sail abroad, we were obliged to make use of an expedient, which answered our purpose; this was putting the helm a weather, and manning the fore-shrouds: But though this method proved successful for the end intended, yet in the execution of it, one of our ablest seamen was canted over-board; we perceived that notwithstanding the prodigious agitation of the waves, he swam very strong, and it was with the utmost concern that we found ourselves incapable of assisting him; indeed we were the more grieved at his unhappy fate, as we lost sight of him struggling with the waves, and conceived from the manner in which he swam, that he might continue sensible for a considerable time longer, of the horror attending his irretrievable situation.

Before this last mentioned storm was quite abated, we found two of our main-shrouds and one mizen-shroud broke, all which we knotted, and set up immediately. From hence we had an interval of three or four days less tempestuous than usual, but accompanied with a thick fog, in which we were obliged to fire guns almost every half hour, to keep our squadron together. On the 31st, we were alarmed by a gun fired from the *Gloucester*, and a signal made by her to speak with the Commodore; we immediately bore down to her, and were prepared to hear of some terrible disaster, but we were apprized of it before we joined her, for we saw that her main-yard was

broke in the slings. This was a grievous misfortune to us all at this juncture; as it was obvious it would prove an hindrance to our sailing, and would detain us the longer in these inhospitable latitudes. But our future success and safety was not to be promoted by repining, but by resolution and activity; and therefore, that this unhappy incident might delay us as little as possible, the Commodore ordered several Carpenters to be put on board the *Gloucester* from the other ships of the squadron, in order to repair her damage with the utmost expedition. And the Captain of the *Tryal* complaining at the same time, that his pumps were so bad, and the sloop made so great a quantity of water, that he was scarcely able to keep her free, the Commodore ordered him a pump ready fitted from his own ship. It was very fortunate for the *Gloucester* and the *Tryal*, that the weather proved more favourable this day than for many days, both before and after; since by this means they were enabled to receive the assistance which seemed essential to their preservation, and which they could scarcely have had at any other time, as it would have been extremely hazardous to have ventured a boat on board.

The next day, that is, on the 1st of *April*, the weather returned again to its customary bias, the sky looked dark and gloomy, and the wind began to freshen and to blow in squalls; however, it was not yet so boisterous, as to prevent our carrying our top-sails close reefed; but its appearance was such, as plainly prognosticated that a still severer tempest was at hand. And accordingly,

ingly, on the third of *April*, there came on a ſtorm, which both in its violence and continuation (for it laſted three days) exceeded all that we had hitherto encountered. In its firſt onſet we received a furious ſhock from a ſea which broke upon our larboard quarter, where it ſtove in the quarter gallery, and ruſhed into the ſhip like a deluge; our rigging too ſuffered extremely from the blow; amongſt the reſt one of the ſtraps of the main dead-eyes was broke, as was alſo a main-ſhroud and puttock-ſhroud, ſo that to eaſe the diſtreſs upon the maſts and ſhrouds, we lowered both our main and fore-yards, and furled all our ſails: and in this poſture we lay to for three days, when the ſtorm ſomewhat abating, we ventured to make ſail under our courſes only; but even this we could not do long, for, the next day, which was the 7th, we had another hard gale of wind, with lightening and rain, which obliged us to lie to again till night. It was wonderful, that notwithſtanding the hard weather we had endured, no extraordinary accident had happened to any of the ſquadron ſince the breaking of the *Glouceſter*'s main-yard: But this good fortune now no longer attended us; for at three the next morning, ſeveral guns were fired to leeward as ſignals of diſtreſs: And the Commodore making a ſignal for the ſquadron to bring to, we, at day-break, ſaw the *Wager* a conſiderable way to leeward of any of the other ſhips; and we ſoon perceived that ſhe had loſt her mizen-maſt, and main top-ſail yard. We immediately bore down to her, and found this diſaſter had ariſen from the badneſs of her

her iron work; for all the chain-plates to windward had given way, upon the ſhip's fetching a deep roll: This proved the more unfortunate to the *Wager*, as her Carpenter had been on board the *Glouceſter* ever ſince the 31ſt of *March*, and the weather was now too ſevere to permit him to return: Nor was the *Wager* the only ſhip of the ſquadron that ſuffered in this tempeſt; for, the next day, a ſignal of diſtreſs was made by the *Anna Pink*, and, upon ſpeaking with the maſter, we learnt that they had broke their fore-ſtay and the gammon of the bowſprit, and were in no ſmall danger of having all their maſts come by the board; ſo that we were obliged to bear away until they had made all faſt, after which we haled upon a wind again.

And now, after all our ſolicitude, and the numerous ills of every kind, to which we had been inceſſantly expoſed for near forty days, we had great conſolation in the flattering hopes we entertained, that our fatigues were drawing to a period, and that we ſhould ſoon arrive in a more hoſpitable climate, where we ſhould be amply repayed for all our paſt ſufferings. For, towards the latter end of *March*, we were advanced, by our reckoning, near 10° to the weſtward of the weſtermoſt point of *Terra del Fuego*, and this allowance being double what former Navigators have thought neceſſary to be taken, in order to compenſate the drift of the weſtern current, we eſteemed ourſelves to be well advanced within the limits of the ſouthern Ocean, and had therefore been ever ſince ſtanding to the northward with as much

expedition, as the turbulence of the weather, and our frequent diſaſters permitted. And, on the 13th of *April*, we were but a degree in latitude to the ſouthward of the Weſt entrance of the Streights of *Magellan*; ſo that we fully expected, in a very few days, to have experienced the celebrated tranquillity of the *Pacifick* Ocean.

But theſe were deluſions which only ſerved to render our diſappointment more terrible; for the next morning, between one and two, as we were ſtanding to the northward, and the weather, which had till then been hazy, accidentally cleared up, the *Pink* made a ſignal for ſeeing land right a-head; and it being but two miles diſtant, we were all under the moſt dreadful apprehenſions of running on ſhore; which, had either the wind blown from its uſual quarter with its wonted vigour, or had not the moon ſuddenly ſhone out, not a ſhip amongſt us could poſſibly have avoided: But the wind, which ſome few hours before blew in ſqualls from the S. W, having fortunately ſhifted to W. N. W, we were enabled to ſtand to the ſouthward, and to clear ourſelves of this unexpected danger; and were fortunate enough by noon to have gained an offing of near twenty leagues.

By the latitude of this land we fell in with, it was agreed to be a part of *Terra del Fuego*, near the ſouthern outlet deſcribed in *Frezier*'s Chart of the Streights of *Magellan*, and was ſuppoſed to be that point called by him Cape *Noir*. It was indeed moſt wonderful, that the currents ſhould have driven us to the eaſtward with ſuch ſtrength; for the

the whole ſquadron eſteemed themſelves upwards of ten degrees more weſterly than this land, ſo that in running down, by our account, about nineteen degrees of longitude, we had not really advanced half that diſtance. And now, inſtead of having our labours and anxieties relieved by approaching a warmer climate and more tranquil ſeas, we were to ſteer again to the ſouthward, and were again to combat thoſe weſtern blaſts, which had ſo often terrified us; and this too, when we were greatly enfeebled by our men falling ſick, and dying apace, and when our ſpirits, dejected by a long continuance at ſea, and by our late diſappointment, were much leſs capable of ſupporting us in the various difficulties, which we could not but expect in this new undertaking. Add to all this too, the diſcouragement we received by the diminution of the ſtrength of the ſquadron; for three days before this, we loſt ſight of the *Severn* and the *Pearl* in the morning; and though we ſpread our ſhips, and beat about for them ſome time, yet we never ſaw them more; whence we had apprehenſions that they too might have fallen in with this land in the night, and by being leſs favoured by the wind and the moon than we were, might have run on ſhore and have periſhed. Full of theſe deſponding thoughts and gloomy preſages, we ſtood away to the S. W, prepared by our late diſaſter to ſuſpect, that how large ſoever an allowance we made in our weſting for the drift of the weſtern current, we might ſtill, upon a ſecond trial, perhaps find it inſufficient.

CHAP. IX.

Obſervations and directions for facilitating the paſſage of our future Cruiſers round Cape *Horn*.

THE improper ſeaſon of the year in which we atttempted to double Cape *Horn*, and to which is to be imputed the diſappointment (recited in the foregoing chapter) of falling in with *Terra del Fuego*, when we reckoned ourſelves above a hundred leagues to the weſtward of that whole coaſt, and conſequently well advanced into the *Pacifick* Ocean; this unſeaſonable navigation, I ſay, to which we were neceſſitated by our too late departure from *England*, was the fatal ſource of all the misfortunes we afterwards encountered. For from hence proceeded the ſeparation of our ſhips, the deſtruction of our people, the ruin of our project on *Baldivia*, and of all our other views on the *Spaniſh* places, and the reduction of our ſquadron from the formidable condition in which it paſſed Streights *Le Maire*, to a couple of ſhattered half manned cruiſers and a ſloop, ſo far diſabled, that in many climates they ſcarcely durſt have put to ſea. To prevent therefore, as much as in me lies, all ſhips hereafter bound to the *South-Seas* from ſuffering the ſame calamities, I think it my duty to inſert in this place ſuch directions and obſervations,

tions, as either my own experience and reflection, or the converſation of the moſt ſkilful Navigators on board the ſquadron could furniſh me with, in relation to the moſt eligible manner of doubling Cape *Horn*, whether in regard to the ſeaſon of the year, the courſe proper to be ſteered, or the places of refreſhment both on the Eaſt and Weſt-ſide of *South America*.

And firſt with regard to the proper place for refreſhment on the Eaſt-ſide of *South America*. For this purpoſe the Iſland of St. *Catherine's* has been uſually recommended by former writers, and on their faith we put in there, as has been formerly mentioned: But the treatment we met with, and the ſmall ſtore of refreſhments we could procure there, are ſufficient reaſons to render all ſhips for the future cautious, how they truſt themſelves in the government of Don *Joſe Sylva de Paz*; for they may certainly depend on having their ſtrength, condition and deſigns betrayed to the *Spaniards*, as far as the knowledge, the Governor can procure of theſe particulars, will give him leave. And as this treacherous conduct is inſpired by the views of private gain, in the illicit commerce carried on to the river of *Plate*, rather than by any national affection which the *Portugueſe* bear the *Spaniards*, the ſame perfidy may perhaps be expected from moſt of the Governors of the *Brazil* coaſt; ſince theſe ſmuggling engagements are doubtleſs very extenſive and general. And though the Governors ſhould themſelves deteſt ſo faithleſs a procedure, yet as ſhips are perpetually paſſing from ſome or other of the *Brazil* ports to the river of

Plate, the *Spaniards* could ſcarcely fail of receiving, by this means, caſual intelligence of any *Britiſh* ſhips upon the coaſt; which, however imperfect ſuch intelligence might be, would prove of dangerous import to the views and intereſts of thoſe cruiſers who were thus diſcovered.

For the *Spaniſh* trade in the *South-Seas* running all in one track from North to South, with very little deviation to the eaſtward or weſtward, it is in the power of two or three cruiſers, properly ſtationed in different parts of this track, to poſſeſs themſelves of every ſhip that puts to ſea: But this is only ſo long as they can continue concealed from the neighbouring coaſt; for the inſtant an enemy is known to be in thoſe ſeas, all navigation is prohibited, and conſequently all captures are at an end; ſince the *Spaniards*, well apprized of theſe advantages of the enemy, ſend expreſſes along the coaſt, and lay a general embargo on all their trade; a meaſure, which they prudentially foreſee, will not only prevent their veſſels being taken, but will ſoon lay any cruiſers, who have not ſtrength ſufficient to attempt their places, under a neceſſity of returning home. Hence then appears the great importance of concealing all expeditions of this kind; and hence too it follows, how extremely prejudicial that intelligence may prove, which is given by the *Portugueſe* Governors to the *Spaniards*, in relation to the deſigns of ſhips touching at the ports of *Brazil*.

However, notwithſtanding the inconveniencies we have mentioned of touching on the coaſt of *Brazil*, it will oftentimes happen, that ſhips bound round

round Cape *Horn* will be obliged to call there for a ſupply of wood and water, and other refreſhments. In this caſe St. *Catherine's* is the laſt place I would recommend, both as the proper animals for a live ſtock at ſea, as hogs, ſheep and fowls cannot be procured there, (for want of which we found ourſelves greatly diſtreſſed, by being reduced to live almoſt entirely on ſalt proviſions) and alſo becauſe from its being nearer the river of *Plate* than many of their other ſettlements, the inducements and conveniencies of betraying us are much ſtronger. The place I would recommend is *Rio Janeiro*, where two of our ſquadron put in after they were ſeparated from us in paſſing Cape *Horn*; for here, as I have been informed by one of the Gentlemen on board thoſe ſhips, any quantity of hogs and poultry may be procured, and this place being more diſtant from the river of *Plate*, the difficulty of intelligence is ſomewhat inhanced, and conſequently the chance of continuing there undiſcovered, in ſome degree augmented. Other meaſures, which may effectually obviate all theſe embarraſſments, ſhall be conſidered more at large hereafter.

I next proceed to the conſideration of the proper courſe to be ſteered for doubling Cape *Horn*. And here, I think, I am ſufficiently authorized by our own fatal experience, and by a careful compariſon and examination of the journals of former Navigators, to give this piece of advice, which in prudence I think ought never to be departed from: That is, that all ſhips bound to the *South-Seas*, inſtead of paſſing through Streights

Le Maire, ſhould conſtantly paſs to the eaſtward of *Staten-land*, and ſhould be invariably bent on running to the ſouthward, as far as the latitude of 61 or 62 degrees, before they endeavour to ſtand to the weſtward; and that when they are got into that latitude, they ſhould then make ſure of ſufficient weſting, before they once think of ſteering to the northward.

But as directions diametrically oppoſite to theſe have been formerly given by other writers, it is incumbent on me to produce my reaſons for each part of this maxim. And firſt, as to the paſſing to the eaſtward of *Staten-land*. Thoſe who have attended to the riſque we ran in paſſing Streights *Le Maire*, the danger we were in of being driven upon *Staten-land* by the current, when, though we happily eſcaped being put on ſhore, we were yet carried to the eaſtward of that Iſland: Thoſe who reflect on this, and the like accidents which have happened to other ſhips, will ſurely not eſteem it prudent to paſs through Streights *Le Maire*, and run the riſque of ſhipwreck, and after all find themſelves no farther to the weſtward (the only reaſon hitherto given for this practice) than they might have been in the ſame time, by a ſecure navigation in an open ſea.

And next, as to the directions I have given for running into the latitude of 61 or 62 South, before any endeavour is made to ſtand to the weſtward: The reaſons for this precept are, that in all probability the violence of the currents will be hereby avoided, and the weather will prove leſs tempeſtuous and uncertain. This laſt circumſtance

ſtance we ourſelves experienced moſt remarkably; for after we had unexpectedly fallen in with the land, as has been mentioned in the preceding chapter, we ſtood away to the ſouthward to run clear of it, and were no ſooner advanced into ſixty degrees or upwards, but we met with much better weather, and ſmoother water than in any other part of the whole paſſage: The air indeed was very cold and ſharp, and we had ſtrong gales, but they were ſteady and uniform, and we had at the ſame time ſunſhine and a clear ſky; whereas in the lower latitudes, the winds every now and then intermitted, as it were, to recover new ſtrength, and then returned ſuddenly in the moſt violent guſts, threatening at each blaſt the loſs of our maſts, which muſt have ended in our certain deſtruction. And that the currents in this high latitude would be of much leſs efficacy than nearer the land, ſeems to be evinced from theſe conſiderations, that all currents run with greater violence near the ſhore than at ſea, and that at great diſtances from ſhore they are ſcarcely perceptible: Indeed the reaſon of this ſeems ſufficiently obvious, if we conſider, that conſtant currents are, in all probability, produced by conſtant winds, the wind driving before it, though with a ſlow and imperceptible motion, a large body of water, which being accumulated upon any coaſt that it meets with, muſt eſcape along the ſhore by the endeavours of its ſurface, to reduce itſelf to the ſame level with the reſt of the Ocean. And it is reaſonable to ſuppoſe, that thoſe violent guſts of wind which we experienced near the ſhore, ſo very dif-

different from what we found in the latitude of ſixty degrees and upwards, may be owing to a ſimilar cauſe; for a weſterly wind almoſt perpetually prevails in the ſouthern part of the *Pacific* Ocean: And this current of air being interrupted by thoſe immenſe hills called the *Andes*, and by the mountains on *Terra del Fuego*, which together bar up the whole country to the ſouthward as far as Cape *Horn*, a part of it only can force its way over the tops of thoſe prodigious precipices, whilſt the reſt muſt naturally follow the direction of the coaſt, and muſt range down the land to the ſouthward, and ſweep with an impetuous and irregular blaſt round Cape *Horn*, and the ſouthermoſt part of *Terra del Fuego*. However, not to rely on theſe ſpeculations, we may, I believe, eſtabliſh, as inconteſtible, theſe matters of fact, that both the rapidity of the currents, and the violence of the weſtern gales, are leſs ſenſible in the latitude of 61 or 62 degrees, than nearer the ſhore of *Terra del Fuego*.

But though I am ſatisfied both from our own experience, and the relations of other Navigators, of the importance of the precept I here inſiſt on, that of running into the latitude of 61 or 62 degrees, before any endeavours are made to ſtand to the weſtward; yet I would adviſe no ſhips hereafter to truſt ſo far to this management, as to neglect another moſt eſſential maxim, which is the making this paſſage in the height of ſummer, that is, in the months of *December* and *January*; and the more diſtant the time of paſſing is taken from this ſeaſon, the more diſaſtrous it may be

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reaſonably expected to prove. Indeed, if the mere violence of the weſtern winds be conſidered, the time of our paſſage, which was about the Equinox, was perhaps the moſt unfavourable of the whole year; but then it muſt be remembred, that independent of the winds there are in the depth of winter many other inconveniencies to be apprehended, which are almoſt inſuperable: For the ſeverity of the cold, and the ſhortneſs of the days, would render it impracticable at that ſeaſon to run ſo far to the ſouthward as is here recommended; and the ſame reaſons would greatly augment the alarms of ſailing in the neighbourhood of an unknown ſhore, dreadful in its appearance in the midſt of ſummer, and would make a winter navigation on this coaſt to be, of all others, the moſt diſmaying and terrible. As I would therefore adviſe all ſhips to make their paſſage in *December* and *January*, if poſſible; ſo I would warn them never to attempt the doubling Cape *Horn*, from the eaſtward, after the month of *March*.

And now as to the remaining conſideration, that is, the propereſt port for cruiſers to refreſh at on their firſt arrival in the *South-Seas*: On this head there is ſcarcely any choice, the Iſland of *Juan Fernandes* being the only place that can be prudently recommended for this purpoſe. For though there are many ports on the weſtern ſide of *Patagonia*, between the Streights of *Magellan* and the *Spaniſh* ſettlements (a plan of one of which will be referred to in the courſe of this work) where ſhips might ride in great ſafety, might recruit their wood and water, and might procure

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ſome few refreſhments; yet that coaſt is in itſelf ſo dangerous from its numerous rocks and breakers, and from the violence of the weſtern winds, which blow conſtantly full upon it, that it is by no means adviſeable to fall in with that land, at leaſt till the roads, channels and anchorage in each part of it are accurately ſurveyed, and both the perils and ſhelter it abounds with are more diſtinctly known.

Thus having given the beſt directions in my power for the ſucceſs of our cruiſers, who may be hereafter bound to the *South-Seas*; it might be expected that I ſhould again reſume the thread of my narration. Yet as both in the preceding and ſubſequent parts of this work, I have thought it my duty not only to recite all ſuch facts, and to inculcate ſuch maxims as had the leaſt appearance of proving beneficial to future Navigators, but alſo occaſionally to recommend ſuch meaſures to the Public, as I conceive are adapted to promote the ſame laudable purpoſe; I cannot deſiſt from the preſent ſubject, without beſeeching thoſe to whom the conduct of our naval affairs is committed, to endeavour to remove the many perplexities and embarraſſments with which the navigation to the *South-Seas* is, at preſent, neceſſarily encumbered. An effort of this kind could not fail of proving highly honourable to themſelves, and extremely beneficial to their country. For it ſeems to be ſufficiently evident, that whatever improvements navigation ſhall receive, either by the invention of methods that ſhall render its practice leſs hazardous, or by the more accurate delineation

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of the coaſts, roads and ports already known, or by the diſcovery of new nations, or new ſpecies of commerce; it ſeems I ſay ſufficiently evident, that by whatever means navigation is promoted, the conveniencies hence ariſing muſt ultimately redound to the emolument of *Great-Britain*. Since as our fleets are at preſent ſuperior to thoſe of the whole world united; it muſt be a matchleſs degree of ſupineneſs or mean-ſpiritedneſs, if we permitted any of the advantages which new diſcoveries, or a more extended navigation may produce to mankind, to be raviſhed from us.

As therefore it appears that all our future expeditions to the *South-Seas* muſt run a conſiderable riſque of proving abortive, whilſt in our paſſage thither, we are under the neceſſity of touching at *Brazil*; the diſcovery of ſome place more to the ſouthward, where ſhips might refreſh and ſupply themſelves with the neceſſary ſea-ſtock for their voyage round Cape *Horn*, would be an expedient which would relieve us from this embarraſſment, and would ſurely be a matter worthy of the attention of the public. Nor does this ſeem difficult to be effected. For we have already the imperfect knowledge of two places, which might perhaps, on examination, prove extremely convenient for this purpoſe. One of them is *Pepys*'s Iſland, in the latitude of 47° South, and laid down by Dr. *Halley*, about eighty leagues to the eaſtward of Cape *Blanco*, on the coaſt of *Patagonia*; the other is *Falkland*'s Iſles, in the latitude of 51°½ lying nearly South of *Pepys*'s Iſland. The firſt of theſe was diſcovered by Captain

Cowley, in his Voyage round the World in the year 1686; who repreſents it as a commodious place for ſhips to wood and water at, and ſays, it is provided with a very good and capacious harbour, where a thouſand ſail of ſhips might ride at anchor in great ſafety; that it abounds with fowls, and that as the ſhore is either rocks or ſands, it ſeems to promiſe great plenty of fiſh. The ſecond place, or *Falkland*'s Iſles, have been ſeen by many ſhips both *French* and *Engliſh*, being the land laid down by *Frezier*, in his Chart of the extremity of South *America*, under the title of the *New Iſlands*. *Woods Rogers*, who run along the N. E. coaſt of theſe Iſles in the year 1708, tells us, that they extended about two degrees in length, and appeared with gentle deſcents from hill to hill, and ſeemed to be good ground, interſperſed with woods and not deſtitute of harbours. Either of theſe places, as they are Iſlands at a conſiderable diſtance from the Continent, may be ſuppoſed, from their latitude, to lie in a climate ſufficiently temperate. It is true, they are too little known to be at preſent recommended as the moſt eligible places of refreſhment for ſhips bound to the ſouthward: But if the Admiralty ſhould think it adviſeable to order them to be ſurveyed, which may be done at a very ſmall expence, by a veſſel fitted out on purpoſe; and if, on this examination, one or both of theſe places ſhould appear proper for the purpoſe intended, it is ſcarcely to be conceived, of what prodigious import a convenient ſtation might prove, ſituated ſo far to the ſouthward, and ſo near Cape

Horn.

Horn. The Duke and Dutcheſs of *Briſtol* were but thirty-five days from their loſing ſight of *Falkland*'s Iſles to their arrival at *Juan Fernandes* in the *South-Seas*: And as the returning back is much facilitated by the weſtern winds, I doubt not but a voyage might be made from *Falkland*'s Iſles to *Juan Fernandes* and back again, in little more than two months. This, even in time of peace, might be of great conſequence to this Nation; and, in time of war, would make us maſters of thoſe ſeas.

And as all diſcoveries of this kind, though extremely honourable to thoſe who direct and promote them, may yet be carried on at an inconſiderable expence, ſince ſmall veſſels are much the propereſt to be employed in this ſervice: It were to be wiſhed, that the whole coaſt of *Patagonia*, *Terra del Fuego*, and *Staten-land*, were carefully ſurveyed, and the numerous channels, roads and harbours with which they abound, were accurately examined. This might open to us facilities of paſſing into the *Pacifick* Ocean, which as yet we may be unacquainted with, and would render all that ſouthern navigation infinitely ſecurer than at preſent; particularly, an exact draught of the Weſt coaſt of *Patagonia*, from the Streights of *Magellan* to the *Spaniſh* ſettlements, might perhaps furniſh us with better and more convenient ports for refreſhment, and better ſituated for the purpoſes either of war or commerce, and above a fortnight's ſail nearer to *Falkland*'s Iſland, than the Iſland of *Juan Fernandes*. The diſcovery of this coaſt hath formerly

merly been thought of ſuch conſequence, by reaſon of its neighbourhood to the *Araucos* and other *Chilian Indians*, who are generally at war, or at leaſt on ill terms with their *Spaniſh* neighbours, that Sir *John Narborough* was purpoſely fitted out in the reign of King *Charles* II. to ſurvey the Streights of *Magellan*, the neighbouring coaſt of *Patagonia*, and the *Spaniſh* ports on that frontier, with directions, if poſſible, to procure ſome intercourſe with the *Chilian Indians*, and to eſtabliſh a commerce and a laſting correſpondence with them. His Majeſty's views in employing Sir *John Narborough* in this expedition, was not ſolely the advantage he might hope to receive from the alliance of thoſe ſavages, in reſtraining and intimidating the Crown of *Spain*; but he conceived, that, independent of thoſe motives, the immediate traffick with theſe *Indians* might prove extremely advantagious to the *Engliſh* Nation. For it is well known, that at the firſt diſcovery of *Chili* by the *Spaniards*, it abounded with vaſt quantities of gold, much beyond what it has at any time produced, ſince it has been in their poſſeſſion. And hence it has been generally believed, that the richeſt mines are carefully concealed by the *Indians*, as well knowing that the diſcovery of them would only excite in the *Spaniards* a greater thirſt for conqueſt and tyranny, and would render their own independence more precarious. But with reſpect to their commerce with the *Engliſh*, theſe reaſons would no longer influence them, ſince it would be in our power to furniſh them with arms and ammunition of all

Kinds, of which they are extremely desirous, together with many other conveniencies which their intercourse with the *Spaniards* has taught them to relish. They would then, in all probability, open their mines, and gladly embrace a traffick of such mutual convenience to both Nations; for then their gold, instead of proving an incitement to enslave them, would procure them weapons to assert their liberty, to chastise their tyrants, and to secure themselves for ever from the *Spanish* yoke; whilst with our assistance, and under our protection, they might become a considerable people, and might secure to us that wealth, which formerly by the House of *Austria*, and lately by the House of *Bourbon*, has been most mischievously lavished in the pursuit of universal Monarchy.

It is true, Sir *John Narborough* did not succeed in opening this commerce, which in appearance promised so many advantages to this Nation. However, his disappointment was merely accidental, and his transactions upon that coast (besides the many valuable improvements he furnished to geography and navigation) are rather an encouragement for future trials of this kind, than any objection against them; his principal misfortune being the losing company of a small bark which attended him, and having some of his people trapanned at *Baldivia*. However, it appeared, by the precautions and fears of the *Spaniards*, that they were fully convinced of the practicability of the scheme he was sent to execute, and extremely alarmed with the apprehension of its

consequences. It is said, that his Majesty King *Charles* the Second was so far prepossessed with the belief of the emoluments which might redound to the public from this expedition, and was so eager to be informed of the event of it, that having intelligence of Sir *John Narborough*'s passing through the *Downs* on his return, he had not patience to attend his arrival at court, but went himself in his barge to *Gravesend* to meet him.

To facilitate as much as possible any attempts of this kind, which may be hereafter undertaken, I have here annexed the thirteenth plate, given a chart of that part of the world, as far as it is hitherto known, which I flatter myself is in some respects much correcter than any which has been yet published. To evince which, it may be necessary to mention what materials I have principally made use of, and what changes I have introduced different from other authors.

The two most celebrated charts hitherto published of the southernmost part of South *America*, are those of Dr. *Halley*, in his general chart of the magnetic variation, and of *Frezier* in his voyage to the *South-Seas*. But besides these, there is a chart of the Streights of *Magellan*, and of some part of the adjacent coast, by Sir *John Narborough*, above-mentioned, which is doubtless infinitely exacter in that part than *Frezier*'s, and in some respects superior to *Halley*'s, particularly in what relates to the longitudes of the different parts of those Streights. The coast from Cape *Blanco* to *Terra del Fuego*, and thence to Streight

Le Maire, we were in some measure capable of correcting by our own observations, as we ranged that shore generally in sight of land. The position of the land, to the northward of the Streights of *Magellan*, on the West side, is doubtless laid down in our chart but very imperfectly; and yet I believe it to be much nearer the truth than what has hitherto been done: As it is drawn from the information of some of the *Wager*'s crew, who were shipwrecked on that shore, and afterwards coasted it down; and as it agrees pretty nearly with the description of some *Spanish* manuscripts I have seen. The Channel dividing *Terra del Fuego* is drawn from *Frezier*; but Sir *Francis Drake*, who first discovered Cape *Horn*, and the S. W. part of *Terra del Fuego*, observed that whole coast to be divided by a great number of inlets, all which he conceived did communicate with the Streights of *Magellan*. And I doubt not, that whenever this country is thoroughly examined, this circumstance will be verified, and *Terra del Fuego* will be found to consist of several Islands.

And having mentioned *Frezier* so often, I must not omit warning all future Navigators against relying on the longitude of Streights *Le Maire*, or of any part of that coast, laid down in his chart; the whole being from 8 to 10 degrees too far to the eastward, if any faith can be given to the concurrent evidences of a great number of journals, verified in some particulars by astronomical observation. For instance, Sir *John Narborough* places Cape *Virgin Mary* in 65° : 42′ of West longitude from the *Lizard*, that is in about 71° $\frac{1}{3}$

from *London*. And the ſhips of our ſquadron, who took their departure from St. *Catherine's* (where the longitude was rectified by an obſervation of the eclipſe of the moon) found Cape *Virgin Mary* to be from 70° ¾, to 72° ½ from *London*, according to their different reckonings: And ſince there were no circumſtances in our run that could render it conſiderably erroneous, it cannot be eſteemed in leſs than 71 degrees of Weſt longitude; whereas *Frezier* lays it down in leſs than 66 degrees from *Paris*, that is little more than 63 degrees from *London*, which is doubtleſs 8 degrees ſhort of its true quantity. Again, our ſquadron found Cape *Virgin Mary* and Streights *Le Maire* to be not more than 2° ½ different in longitude, which in *Frezier* are diſtant near 4 degrees; ſo that not only the longitude of Cape St. *Bartholomew* is laid down in him near 10 degrees too little, but the coaſt from the Streights of *Magellan* to Streights *Le Maire*, is enlarged to near double its real extent.

But to have done with *Frezier*, whoſe errors, the importance of the ſubject, and not a fondneſs for cavilling, has obliged me to remark, (though his treatment of Dr. *Halley* might, on the preſent occaſion, authorize much ſeverer uſage) I muſt, in the next place, relate wherein the chart I have here inſerted differs from that of our learned countryman laſt mentioned.

It is well known that this Gentleman was ſent abroad by the public, to make ſuch geographical and aſtronomical obſervations, as might facilitate the future practice of navigation, and particularly

larly to determine the variation of the compaſs in ſuch places as he ſhould touch at, and if poſſible, to aſcertain its general laws and affections. Theſe things Dr. *Halley*, to his immortal reputation and the honour of our nation, in good meaſure accompliſhed, eſpecially with regard to the variation of the compaſs, a ſubject, of all others, the moſt intereſting to thoſe employed in the art of navigation. He likewiſe corrected the poſition of the coaſt of *Brazil*, which had been very erroneouſly laid down by all former Hydrographers; and from a judicious compariſon of the obſervations of others, he happily ſucceeded in ſettling the geography of many conſiderable places, where he had not himſelf been. So that the chart he compoſed, with the variation of the needle marked thereon, being the reſult of his labours on this ſubject, was allowed by all *Europe* to be far compleater in its geography than any that had till then been publiſhed, whilſt it was at the ſame time moſt ſurprizingly exact in the quantity of variation aſſigned to the different parts of the globe; a ſubject ſo very intricate and perplexing, that all general determinations about it had been uſually deemed impoſſible.

But as the only means he had of correcting the ſituation of thoſe coaſts, where he did not touch himſelf, were the obſervations of others; when thoſe obſervations were wanting, or were inaccurate, it was no imputation on his ſkill, that his deciſions were defective. And this, upon the beſt compariſon I have been able to make, is the caſe with regard to that part of his chart,

which contains the South coaſt of South *America*. For though the coaſt of *Brazil*, and the oppoſite coaſt of *Peru* on the *South-Seas* are laid down, I preſume, with the greateſt accuracy; yet from about the river of *Plate* on the Eaſt ſide, and its oppoſite point on the Weſt, the coaſt gradually declines too much to the weſtward, ſo as at the Streights of *Magellan* to be, as I conceive, about fifty leagues removed from its true poſition: At leaſt, this is the reſult of the obſervations of our ſquadron, which agree extremely well with thoſe of Sir *John Narborough*. I muſt add, that Dr. *Halley* has, in the Philoſophical Tranſactions, given the foundation on which he has proceeded, in fixing Port St. *Julian* in 76° ½ of Weſt longitude: which the concurrent journals of our ſquadron place from 70¾ to 71° ½. This he tells us, was an obſervation of an eclipſe of the moon, made at that place by Mr. *Wood*, then Sir *John Narborough*'s Lieutenant, and which is ſaid to have happened there at eight in the evening, on the 18th of *September*, 1670. But Capt. *Wood*'s journal of this whole voyage under Sir *John Narborough* is ſince publiſhed, together with this obſervation, in which he determines the longitude of Port St. *Julian* to be 73 degrees from *London*, and the time of the eclipſe to have been different from Dr. *Halley*'s account. But the numbers he has given are ſo faultily printed, that nothing can be determined from them.

To what I have already mentioned with regard to the chart hereunto annexed, I ſhall only add, that to render it more compleat, I have inſerted

therein the route of our ſquadron, and have delineated, in the paſſage round Cape *Horn*, both the real track which we deſcribed, and the imaginary track exhibited by our reckoning; whence the violence of the currents in that part of the world, and the enormous deviations which they produce, will appear by inſpection. And that no material article might be omitted in this important affair, the ſoundings on the coaſt of *Patagonia*, and the variation of the magnetic needle, are annexed to thoſe parts of this track, where, by our obſervations, we found them to be of the quantity there ſpecified.

CHAP. X.

From Cape *Noir* to the Iſland of *Juan Fernandes*.

AFTER the mortifying diſappointment of falling in with the coaſt of *Terra del Fuego*, when we eſteemed ourſelves ten degrees to the weſtward of it; as hath been at large recited in the eighth chapter, we ſtood away to the S. W. till the 22d of *April*, when we were in upwards of 60° of South latitude, and by our account near 6° to the weſtward of Cape *Noir*; in this run, we had a ſeries of as favourable weather, as could well be expected in that part of the world, even in a better ſeaſon: So that this interval, ſetting the inquietude of our thoughts aſide, was by far the moſt eligible of any we enjoyed from Streights *Le Maire* to the Weſt coaſt of *America*. This moderate weather continued with little variation, till the 24th; but on the 24th, in the evening the wind began to blow freſh, and ſoon encreaſed to a prodigious ſtorm; and the weather being extremely thick, about midnight we loſt ſight of the other four ſhips of the ſquadron, which, notwithſtanding the violence of the preceding ſtorms, had hitherto kept in company with us. Nor was this our ſole misfortune; for, the next morning, endeavouring to hand the top-

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ails, the clew-lines and bunt-lines broke, and the heets being half flown, every ſeam in the top-ails was ſoon ſplit from top to bottom, and the main top-ſail ſhook ſo ſtrongly in the wind, that t carried away the top lanthorn, and endangered he head of the maſt; however, at length ſome of he moſt daring of our men ventured upon the ard, and cut the ſail away cloſe to the reefs, hough with the utmoſt hazard of their lives. Whilſt at the ſame time, the foretop-ſail beat about the yard with ſo much fury, that it was ſoon blown to pieces; nor was our attention to our top-ſails our ſole employment, for the main-ſail blew looſe, which obliged us to lower down the yard to ſecure the ſail, and the fore-yard being likewiſe lowered, we lay to under a mizen: In this ſtorm beſides the loſs of our top-ſails, we had much of our rigging broke, and loſt a main ſtud-ding-ſail-boom out of the chains.

On the 25th, about noon, the weather became more moderate, which enabled us to ſway up our yards, and to repair, in the beſt manner we could, our ſhattered rigging; but ſtill we had no ſight of the reſt of our ſquadron, nor indeed were we joined by any of them again, till after our arrival at *Juan Fernandes*; nor did any two of them, as we have ſince learned, continue in company toge-ther: This total and almoſt inſtantaneous ſepara-tion was the more wonderful, as we had hitherto kept together for ſeven weeks, through all the reiterated tempeſts of this turbulent climate. It muſt indeed be owned, that we had hence room to expect, that we might make our paſſage in a

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ſhorter time, than if we had continued together, becauſe we could now make the beſt of our way without being retarded by the misfortunes of the other ſhips; but then we had the melancholy reflection, that we ourſelves were hereby deprived of the aſſiſtance of others, and our ſafety would depend upon our ſingle ſhip; ſo that if a plank ſtarted, or any other accident of the ſame nature ſhould take place, we muſt all irrecoverably periſh: Or ſhould we be driven on ſhore, we had the uncomfortable proſpect of ending our days on ſome deſolate coaſt, without any reaſonable hope of ever getting off again: Whereas with another ſhip in company, all theſe calamities are much leſs formidable, ſince in every kind of danger, there would be ſome probability that one ſhip at leaſt might eſcape, and might be capable of preſerving or relieving the crew of the other.

The remaining part of this month of *April* we had generally hard gales, although we had been every day, ſince the 22d, edging to the northward; however, on the laſt day of the month, we flattered ourſelves with the expectation of ſoon terminating all our ſufferings, for we that day found ourſelves in the latitude of 52°: 13′, which being to the northward of the Streights of *Magellan*, we were aſſured that we had compleated our paſſage, and had arrived in the confines of the ſouthern Ocean; and this Ocean being denominated *Pacific*, from the equability of the ſeaſons which are ſaid to prevail there, and the facility and ſecurity with which navigation is there carried on, we doubted not but we ſhould be ſpeedily

cheared

cheared with the moderate gales, the ſmooth water, and the temperate air for which that tract of the globe has been ſo renowned. And under the influence of theſe pleaſing circumſtances, we hoped to experience ſome kind of compenſation, for the complicated miſeries, which had ſo conſtantly attended us for the laſt eight weeks. But here we were again diſappointed; for in the ſucceeding month of *May*, our ſufferings roſe to a much higher pitch than they had ever yet done, whether we conſider the violence of the ſtorms, the ſhattering of our ſails and rigging, or the diminiſhing and weakening of our crew by deaths and ſickneſs, and the probable proſpect of our total deſtruction. All this will be ſufficiently evident, from the following circumſtantial account of our diverſified misfortunes.

Soon after our paſſing Streights *Le Maire*, the ſcurvy began to make its appearance amongſt us; and our long continuance at ſea, the fatigue we underwent, and the various diſappointments we met with, had occaſioned its ſpreading to ſuch a degree, that at the latter end of *April* there were but few on board, who were not in ſome degree afflicted with it, and in that month no leſs than forty-three died of it on board the *Centurion*. But though we thought that the diſtemper had then riſen to an extraordinary height, and were willing to hope, that as we advanced to the northward its malignity would abate; yet we found, on the contrary, that in the month of *May* we loſt near double that number: And as we did not get to land till the middle of *June*, the mortality went on increaſing,

creaſing, and the diſeaſe extended itſelf ſo prodigiouſly, that after the loſs of above two hundred men, we could not at laſt muſter more than ſix fore-maſt men in a watch capable of duty.

This diſeaſe ſo frequently attending long voyages, and ſo particularly deſtructive to us, is ſurely the moſt ſingular and unaccountable of any that affects the human body: Its ſymptoms are inconſtant and innumerable, and its progreſs and effects extremely irregular; for ſcarcely any two perſons have complaints exactly reſembling each other, and where there hath been found ſome conformity in the ſymptoms, the order of their appearance has been totally different. However, tho' it frequently puts on the form of many other diſeaſes, and is therefore not to be deſcribed by any excluſive and infallible criterions; yet there are ſome ſymptoms which are more general than the reſt, and occurring the ofteneſt, deſerve a more particular enumeration. Theſe common appearances are large diſcoloured ſpots diſperſed over the whole ſurface of the body, ſwelled legs, putrid gums, and above all, an extraordinary laſſitude of the whole body, eſpecially after any exerciſe, however inconſiderable; and this laſſitude at laſt degenerates into a proneneſs to ſwoon and even die on the leaſt exertion of ſtrength, or even on the leaſt motion.

This diſeaſe is likewiſe uſually attended with a ſtrange dejection of the ſpirits, and with ſhiverings, tremblings, and a diſpoſition to be ſeized with the moſt dreadful terrors on the ſlighteſt accident. Indeed it was moſt remarkable, in all our reiterated

reiterated experience of this malady, that whatever diſcouraged our people, or at any time damped their hopes, never failed to add new vigour to the diſtemper; for it uſually killed thoſe who were in the laſt ſtages of it, and confined thoſe to their hammocks, who were before capable of ſome kind of duty; ſo that it ſeemed as if alacrity of mind, and ſanguine thoughts, were no contemptible preſervatives from its fatal malignity.

But it is not eaſy to compleat the long roll of the various concomitants of this diſeaſe; for it often produced putrid fevers, pleuriſies, the jaundice, and violent rheumatic pains, and ſometimes it occaſioned an obſtinate coſtiveneſs, which was generally attended with a difficulty of breathing; and this was eſteemed the moſt deadly of all the ſcorbutick ſymptoms: At other times the whole body, but more eſpecially the legs, were ſubject to ulcers of the worſt kind, attended with rotten bones, and ſuch a luxuriancy of fungous fleſh, as yielded to no remedy. But a moſt extraordinary circumſtance, and what would be ſcarcely credible upon any ſingle evidence, is, that the ſcars of wounds which had been for many years healed, were forced open again by this virulent diſtemper: Of this, there was a remarkable inſtance in one of the invalids on board the *Centurion*, who had been wounded above fifty years before at the battle of the *Boyne*; for though he was cured ſoon after, and had continued well for a great number of years paſt, yet on his being attacked by the ſcurvy, his wounds, in the progreſs of his diſeaſe, broke out afreſh, and appeared as if they had never been

healed: Nay, what is ſtill more aſtoniſhing, the callous of a broken bone, which had been completely formed for a long time, was found to be hereby diſſolved, and the fracture ſeemed as if it had never been conſolidated. Indeed, the effects of this diſeaſe were in almoſt every inſtance wonderful; for many of our people, though confined to their hammocks, appeared to have no inconſiderable ſhare of health, for they eat and drank heartily, were chearful, and talked with much ſeeming vigour, and with a loud ſtrong tone of voice; and yet, on their being the leaſt moved, though it was only from one part of the ſhip to the other, and that too in their hammocks, they have immediately expired; and others, who have confided in their ſeeming ſtrength, and have reſolved to get out of their hammocks, have died before they could well reach the deck; nor was it an uncommon thing for thoſe who were able to walk the deck, and to do ſome kind of duty, to drop down dead in an inſtant, on any endeavours to act with their utmoſt effort, many of our people having periſhed in this manner during the courſe of this voyage.

With this terrible diſeaſe we ſtruggled the greateſt part of the time of our beating round Cape *Horn*; and though it did not then rage with its utmoſt violence, yet we buried no leſs than forty-three men on board the *Centurion*, in the month of *April*, as hath been already obſerved, however, we ſtill entertained hopes, that when we ſhould have once ſecured our paſſage round the Cape, we ſhould put a period to this, and all the

other

other evils which had ſo conſtantly purſued us. But it was our misfortune to find, that the *Pacific* Ocean was to us leſs hoſpitable than the turbulent neighbourhood of *Terra del Fuego* and Cape *Horn*. For being arrived, on the 8th of *May*, off the Iſland of *Socoro*, which was the firſt rendezvous appointed for the ſquadron, and where we hoped to have met with ſome of our companions, we cruiſed for them in that ſtation ſeveral days. But here we were not only diſappointed in our expectations of being joined by our friends, and were thereby induced to favour the gloomy ſuggeſtions of their having all periſhed; but we were likewiſe perpetually alarmed with the fears of being driven on ſhore upon this coaſt, which appeared too craggy and irregular to give us the leaſt proſpect, that in ſuch a caſe any of us could poſſibly eſcape immediate deſtruction. For the land had indeed a moſt tremendous aſpect: The moſt diſtant part of it, and which appeared far within the country, being the mountains uſually called the *Andes* or *Cordilleras*, was extremely high and covered with ſnow; and the coaſt itſelf ſeemed quite rocky and barren, and the water's edge ſkirted with precipices. In ſome places indeed we diſcerned ſeveral deep bays running into the land, but the entrance into them was generally blocked up by numbers of little Iſlands; and though it was not improbable but there might be convenient ſhelter in ſome of thoſe bays, and proper channels leading thereto; yet, as we were utterly ignorant of the coaſt, had we been driven aſhore by the weſtern winds which blew

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almoſt conſtantly there, we did not expect to have avoided the loſs of our ſhip and of our lives.

This continued peril, which laſted for above a fortnight, was greatly aggravated by the difficulties we found in working the ſhip; as the ſcurvy had by this time deſtroyed ſo great a part of our hands, and had in ſome degree affected almoſt the whole crew. Nor did we, as we hoped, find the winds leſs violent, as we advanced to the northward; for we had often prodigious ſqualls which ſplit our ſails, greatly damaged our rigging, and endangered our maſts. Indeed, during the greateſt part of the time we were upon this coaſt, the wind blew ſo hard, that in another ſituation, where we had ſufficient ſea-room, we ſhould certainly have lain to; but in the preſent exigency we were neceſſitated to carry both our courſes and top-ſails, in order to keep clear of this lee-ſhore. In one of theſe ſqualls, which was attended by ſeveral violent claps of thunder, a ſudden flaſh of fire darted along our decks, which, dividing, exploded with a report like that of ſeveral piſtols, and wounded many of our men and officers as it paſſed, marking them in different parts of the body. This flame was attended with a ſtrong ſulphurous ſtench, and was doubtleſs of the ſame nature with the larger and more violent blaſts of lightning which then filled the air.

It were endleſs to recite minutely the various diſaſters, fatigues and terrors which we encountered on this coaſt; all theſe went on encreaſing till the 22d of *May*, at which time, the fury of all the

he ſtorms which we had hitherto encountered, eemed to be combined, and to have conſpired ur deſtruction. In this hurricane almoſt all our ails were ſplit, and great part of our ſtanding rig- ing broken; and, about eight in the evening, a ountainous overgrown-ſea took us upon our arboard-quarter, and gave us ſo prodigious a ock, that ſeveral of our ſhrouds broke with the rk, by which our maſts were greatly endan- ered; our ballaſt and ſtores too were ſo ſtrangely ifted, that the ſhip heeled afterwards two ſtreaks port. Indeed it was a moſt tremendous blow, nd we were thrown into the utmoſt conſternation om the apprehenſion of inſtantly foundering; nd though the wind abated in a few hours, yet, we had no more ſails left in a condition to bend our yards, the ſhip laboured very much in a ollow ſea, rolling gunwale to, for want of ſail to eady her: So that we expected our maſts, which ere now very ſlenderly ſupported, to come by he board every moment. However, we exerted urſelves the beſt we could to ſtirrup our ſhrouds, o reeve new lanyards, and to mend our ſails; but hile theſe neceſſary operations were carrying on, we ran great riſque of being driven on ſhore on he Iſland of *Chiloe*, which was not far diſtant rom us; but in the midſt of our peril the wind appily ſhifted to the ſouthward, and we ſteered off the land with the main-ſail only, the Maſter nd myſelf undertaking the management of the elm, while every one elſe on board was buſied in ecuring the maſts, and bending the ſails as faſt as hey could be repaired. This was the laſt effort of that ſtormy climate; for in a day or two af-

ter, we got clear of the land, and found the weather more moderate than we had yet experienced ſince our paſſing Streights *Le Maire*. And now having cruized in vain for more than a fortnight in queſt of the other ſhips of the ſquadron, it was reſolved to take the advantage of the preſent favourable ſeaſon and the offing we had made from this terrible coaſt, and to make the beſt of our way for the Iſland of *Juan Fernandez*. For though our next rendezvous was appointed off the harbour of *Baldivia*, yet as we had hitherto ſeen none of our companions at this firſt rendezvous, it was not to be ſuppoſed that any of them would be found at the ſecond. Indeed we had the greateſt reaſon to ſuſpect, that all but ourſelves had periſhed. Beſides, we were by this time reduced to ſo low a condition, that inſtead of attempting to attack the places of the enemy, our utmoſt hopes could only ſuggeſt to us the poſſibility of ſaving the ſhip, and ſome part of the remaining enfeebled crew, by our ſpeedy arrival at *Juan Fernandez*; for this was the only road in that part of the world where there was any probability of our recovering our ſick, or refitting our veſſel, and conſequently our getting thither was the only chance we had left to avoid periſhing at ſea.

Our deplorable ſituation then allowing no room for deliberation, we ſtood for the Iſland of *Juan Fernandez*, and to ſave time, which was now extremely precious, (our men dying four, five and ſix in a day) and likewiſe to avoid being engaged again with a lee ſhore, we reſolved, if poſſible, to

hit the Iſland upon a meridian. And, on the 28th of *May*, being nearly in the parallel upon which it s laid down, we had great expectations of ſeeing t: But not finding it in the poſition in which he charts had taught us to expect it, we began to ear that we had got too far to the weſtward; and herefore, though the Commodore himſelf was trongly perſuaded, that he ſaw it on the morn- ng of the 28th, yet his Officers believing it to e only a cloud, to which opinion the hazineſs of he weather gave ſome kind of countenance, it as, on a conſultation, reſolved to ſtand to the aſtward, in the parallel of the Iſland; as it was ertain, that by this courſe we ſhould either fall n with the Iſland, if we were already to the weſt- ward of it; or ſhould at leaſt make the main- and of *Chili*, from whence we might take a new departure, and aſſure ourſelves, by running to he weſtward afterwards, of not miſſing the Iſland a ſecond time.

On the 30th of *May* we had a view of the Con- inent of *Chili*, diſtant about twelve or thirteen eagues; the land made exceeding high and un- even, and appeared quite white; what we ſaw being doubtleſs a part of the *Cordilleras*, which are always covered with ſnow. Though by this view of the land we aſcertained our poſition, yet it gave us great uneaſineſs to find that we had ſo needleſsly altered our courſe, when we were, in all probability, juſt upon the point of making the Iſland; for the mortality amongſt us was now en- creaſed to a moſt dreadful degree, and thoſe who remained alive were utterly diſpirited by this new diſappointment, and the proſpect of their longer

continuance at ſea: Our water too began to grow ſcarce; ſo that a general dejection prevailed amongſt us, which added much to the virulence of the diſeaſe, and deſtroyed numbers of our beſt men; and to all theſe calamities there was added this vexatious circumſtance, that when, after having got a ſight of the Main, we tacked and ſtood to the weſtward in queſt of the Iſland, we were ſo much delayed by calms and contrary winds, that it coſt us nine days to regain the weſting, which, when we ſtood to the eaſtward, we ran down in two. In this deſponding condition, with a crazy ſhip, a great ſcarcity of freſh water, and a crew ſo univerſally diſeaſed, that there were not above ten fore-maſt men in a watch capable of doing duty, and even ſome of theſe lame, and unable to go aloft: Under theſe diſheartning circumſtances, we ſtood to the weſtward; and, on the 9th of *June*, at day-break, we at laſt diſcovered the long-wiſhed for Iſland of *Juan Fernandes*. With this diſcovery I ſhall cloſe this chapter and the firſt book, after obſerving (which will furniſh a very ſtrong image of our unparelleled diſtreſſes) that by our ſuſpecting ourſelves to be to the weſtward of the Iſland on the 28th of *May*, and in conſequence of this, ſtanding in for the Main, we loſt between ſeventy and eighty of our men, whom we ſhould doubtleſs have ſaved had we made the Iſland that day, which, had we kept on our courſe for a few hours longer, we could not have failed to have done.

END of BOOK I.

A VOYAGE ROUND THE WORLD, &c.

BOOK II.

CHAP. I.

The arrival of the *Centurion* at the Island of *Juan Fernandes*, with a description of that Island.

ON the 9th of *June*, at day break, as is mentioned in the preceding chapter, we first descried the Island of *Juan Fernandes*, bearing N. by E. ½ E. at eleven or twelve leagues distance. And tho', on this first view, it appeared to be a very mountainous place, extremely ragged and irregular; yet as it was land, and the land we sought for, it was to us a most agreeable sight: Because at this place only we could hope to put a period to those terrible calamities we had so

ſo long ſtruggled with, which had already ſwept away above half our crew, and which, had we continued a few days longer at ſea, would inevitably have compleated our deſtruction. For we were by this time reduced to ſo helpleſs a condition, that out of two hundred and odd men which remained alive, we could not, taking all our watches together, muſter hands enough to work the ſhip on an emergency, though we included the officers, their ſervants, and the boys.

The wind being northerly when we firſt made the Iſland, we kept plying all that day, and the next night, in order to get in with the land; and wearing the ſhip in the middle watch, we had a melancholy inſtance of the almoſt incredible debility of our people; for the Lieutenant could muſter no more than two Quarter-maſters, and ſix Fore-maſt men capable of working; ſo that without the aſſiſtance of the officers, ſervants and the boys, it might have proved impoſſible for us to have reached the Iſland, after we had got ſight of it; and even with this aſſiſtance they were two hours in trimming the ſails: To ſo wretched a condition was a ſixty gun ſhip reduced, which had paſſed Streights *Le Maire* but three months before, with between four and five hundred men, almoſt all of them in health and vigour.

However, on the 10th in the afternoon, we got under the lee of the Iſland, and kept ranging along it, at about two miles diſtance, in order to look out for the proper anchorage, which was deſcribed to be in a bay on the North ſide. Being now nearer in with the ſhore, we could diſcover

cover that the broken craggy precipices, which had appeared ſo unpromiſing at a diſtance, were far from barren, being in moſt places covered with woods; and that between them there were every where interſperſed the fineſt vallies, clothed with a moſt beautiful verdure, and watered with numerous ſtreams and caſcades, no valley, of any extent, being unprovided of its proper rill. The water too, as we afterwards found, was not inferior to any we had ever taſted, and was conſtantly clear. The aſpect of this country, thus diverſified, would, at all times, have been extremely delightful; but in our diſtreſſed ſituation, languiſhing as we were for the land and its vegetable productions, (an inclination conſtantly attending every ſtage of the ſea-ſcurvy) it is ſcarcely credible with what eagerneſs and tranſport we viewed the ſhore, and with how much impatience we longed for the greens and other refreſhments which were then in ſight, and particularly the water, for of this we had been confined to a very ſparing allowance a conſiderable time, and had then but five ton remaining on board. Thoſe only who have endured a long ſeries of thirſt, and who can readily recal the deſire and agitation which the ideas alone of ſprings and brooks have at that time raiſed in them, can judge of the emotion with which we eyed a large caſcade of the moſt tranſparent water, which poured itſelf from a rock near a hundred feet high into the ſea, at a ſmall diſtance from the ſhip. Even thoſe amongſt the diſeaſed, who were not in the very laſt ſtages of the diſtemper, though they had been long

long confined to their hammocks, exerted the ſmall remains of ſtrength that were left them, and crawled up to the deck to feaſt themſelves with this reviving proſpect. Thus we coaſted the ſhore, fully employed in the contemplation of this inchanting landſkip, which ſtill improved upon us the farther we advanced. But at laſt the night cloſed upon us, before we had ſatisfied ourſelves which was the proper bay to anchor in; and therefore we reſolved to keep in ſounding all night, (we having then from ſixty-four to ſeventy fathom) and to ſend our boat next morning to diſcover the road: However, the current ſhifted in the night, and ſet us ſo near the land, that we were obliged to let go the beſt bower in fifty-ſix fathom, not half a mile from the ſhore. At four in the morning, the Cutter was diſpatched with our third Lieutenant to find out the bay we were in ſearch of, who returned again at noon with the boat laden with ſeals and graſs; for though the Iſland abounded with better vegetables, yet the boat's-crew, in their ſhort ſtay, had not met with them; and they well knew that even graſs would prove a dainty, as indeed it was all ſoon and eagerly devoured. The ſeals too were conſidered as freſh proviſion; but as yet were not much admired, tho' they grew afterwards into more repute: For what rendered them leſs valuable at this juncture, was the prodigious quantity of excellent fiſh, which the people on board had taken, during the abſence of the boat.

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The Cutter, in this expedition, had diſcovered the bay where we intended to anchor, which we found was to the weſtward of our preſent ſtation; and, the next morning, the weather proving favourable, we endeavoured to weigh, in order to proceed thither. But though, on this occaſion, we muſtered all the ſtrength we could, obliging even the ſick, who were ſcarce able to keep on their legs, to aſſiſt us; yet the capſtan was ſo weakly manned, that it was near four hours before we hove the cable right up and down. After which, with our utmoſt efforts, and with many ſurges and ſome purchaſes we made uſe of to encreaſe our power, we found ourſelves incapable of ſtarting the anchor from the ground. However, at noon, as a freſh gale blew towards the bay, we were induced to ſet the ſails, which fortunately tripped the anchor; and then we ſteered along ſhore, till we came abreaſt of the point that forms the eaſtern part of the bay. On the opening of the bay, the wind that had befriended us thus far, ſhifted and blew from thence in ſqualls; but by means of the head-way we had got, we looſed cloſe in, till the anchor brought us up in fifty-ſix fathom. Soon after we had thus got to our new birth, we diſcovered a ſail, which we made no doubt was one of our ſquadron; and on its nearer approach, we found it to be the *Tryal* Sloop. We immediately ſent ſome of our hands on board her, by whoſe aſſiſtance ſhe was brought to an anchor between us and the land. We ſoon found that the Sloop had not been exempted from the ſame calamities which we had

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ſo ſeverely felt; for her Commander, Captain *Saunders*, waiting on the Commodore, informed him, that out of his ſmall complement, he had buried thirty-four of his men; and thoſe that remained were ſo univerſally afflicted with the ſcurvy, that only himſelf, his Lieutenant, and three of his men, were able to ſtand by the ſails. The *Tryal* came to an anchor within us, on the 12th, about noon, and we carried our hawſers on board her, in order to moor ourſelves nearer in ſhore; but the wind coming off the land in violent guſts, prevented our mooring in the birth we intended. Indeed our principal attention was employed on buſineſs rather of more importance: For we were now extremely occupied in ſending on ſhore materials to raiſe tents for the reception of the ſick, who died apace on board, and doubtleſs the diſtemper was conſiderably augmented, by the ſtench and filthineſs in which they lay; for the number of the diſeaſed was ſo great, and ſo few could be ſpared from the neceſſary duty of the ſails to look after them, that it was impoſſible to avoid a great relaxation in the article of cleanlineſs, which had rendered the ſhip extremely loathſome between decks. Notwithſtanding our deſire of freeing the ſick from their hateful ſituation, and their own extreme impatience to get on ſhore, we had not hands enough to prepare the tents for their reception before the 16th; but on that and the two following days we ſent them all on ſhore, amounting to a hundred and ſixty-ſeven perſons, beſides twelve or fourteen who died in the boats, on their being expoſed to

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the fresh air. The greatest part of our sick were so infirm, that we were obliged to carry them out of the ship in their hammocks, and to convey them afterwards in the same manner from the water-side to their tents, over a stony beach. This was a work of considerable fatigue to the few who were healthy, and therefore the Commodore, according to his accustomed humanity, not only assisted herein with his own labour, but obliged his Officers, without distinction, to give their helping hand. The extreme weakness of our sick may in some measure be collected from the numbers who died after they had got on shore; for it had generally been found, that the land, and the refreshments it produces, very soon recover most stages of the sea-scurvy; and we flattered ourselves, that those who had not perished on this first exposure to the open air, but had lived to be placed in their tents, would have been speedily restored to their health and vigour. Yet, to our great mortification, it was near twenty days after their landing, before the mortality was tolerably ceased; and for the first ten or twelve days, we buried rarely less than six each day, and many of those, who survived, recovered by very slow and insensible degrees. Indeed, those who were well enough at their first getting on shore, to creep out of their tents, and crawl about, were soon relieved, and recovered their health and strength in a very short time; but in the rest, the disease seemed to have acquired a degree of inveteracy which was altogether without example.

Having

Having proceeded thus far, and got our ſick on ſhore, I think it neceſſary, before I enter into any longer detail of our tranſactions, to give a diſtinct account of this Iſland of *Juan Fernandes*, its ſituation, productions, and all its conveniencies. Theſe particulars we were well enabled to be minutely inſtructed in, during our three months ſtay there; and as it is the only commodious place in thoſe ſeas, where *Britiſh* cruiſers can refreſh and recover their men after their paſſage round Cape *Horn*, and where they may remain for ſome time without alarming the *Spaniſh* coaſt, theſe its advantages will merit a circumſtantial deſcription. Indeed Mr. *Anſon* was particularly induſtrious in directing the roads and coaſts to be ſurveyed, and other obſervations to be made, knowing, from his own experience, of how great conſequence theſe materials might prove to any *Britiſh* veſſels hereafter employed in thoſe ſeas. For the uncertainty we were in of its poſition, and our ſtanding in for the Main on the 28th of *May*, in order to ſecure a ſufficient eaſting, when we were indeed extremely near it, coſt us the lives of between ſeventy and eighty of our men, by our longer continuance at ſea: From which fatal accident we might have been exempted, had we been furniſhed with ſuch an account of its ſituation, as we could fully have depended on.

The Iſland of *Juan Fernandes* lies in the latitude of 33°. 40' South, and is a hundred and ten leagues from the Continent of *Chili*. It is ſaid to have received its name from a *Spaniard*, who formerly procured a grant of it, and reſided there

ſome time with a view of ſettling on it, but afterwards abandoned it. On approaching it on its eaſt ſide, it appears, as repreſented in the fourteenth plate, where (*a*) is a ſmall Iſland, called *Goat Iſland*, to the S. W. of it; (*b*) a rock, called *Monkey Key*, almoſt contiguous to it; (*c*) is the Eaſt bay, (*d*) *Cumberland Bay*, where we moored, and which, as will be obſerved, is the beſt road for ſhipping, and (*e*) the Weſt bay. The Iſland itſelf is of an irregular figure, as may be ſeen by a very exact plan of it in the 5th plate. Its greateſt extent is between four and five leagues, and its greateſt breadth ſomewhat ſhort of two leagues. The only ſafe anchoring at this Iſland is on the North ſide, where are the three bays mentioned above, but the middlemoſt known by the name of *Cumberland Bay*, is the wideſt and deepeſt, and in all reſpects much the beſt; for the other two, denominated the Eaſt and Weſt bays, are ſcarcely more than good landing places, where boats may conveniently put their caſk on ſhore. A plan of the N. E. ſide of the Iſland, containing theſe three bays, drawn by a large ſcale, is in plate the ſixteenth, where it appears, that *Cumberland Bay* is well ſecured to the ſouthward, and that it is only expoſed from the N. by W. to the E. by S; and as the northerly winds ſeldom blow in that climate, and never with any violence, the danger from that quarter is not worth attending to. To diſtinguiſh this bay the better at ſea, I have added a very exact view of it, in the ſeventeenth plate, which will enable all future Navigators readily to know it.

As

As the bay laſt deſcribed, or *Cumberland Bay*, is by far the moſt commodious road in the Iſland; ſo it is adviſeable for all ſhips to anchor on the weſtern ſide of this bay, within little more than two cables length of the beach. Here they may ride in forty fathom of water, and be, in a great meaſure, ſheltered from a large heavy ſea, which comes rolling in whenever an eaſtern or a weſtern wind blows. It is however expedient, in this caſe, to cackle or arm the cables with an iron chain, or good rounding, for five or ſix fathom from the anchor, to ſecure them from being rubbed by the foulneſs of the ground.

I have before obſerved, that a northerly wind, to which alone this bay is expoſed, very rarely blew during our ſtay here; and as it was then winter, it may be ſuppoſed, in other ſeaſons, to be leſs frequent. Indeed, in thoſe few inſtances, when it was in that quarter, it did not blow with any great force: But this perhaps might be owing to the highlands on the ſouthward of the bay, which checked its current, and thereby abated its violence; for we had reaſon to ſuppoſe, that a few leagues off, it blew with conſiderable ſtrength, ſince it ſometimes drove before it a prodigious ſea, in which we rode fore-caſtle in. But though the northern winds are never to be apprehended; yet the ſouthern winds, which generally prevail here, frequently blow off the land in violent guſts and ſqualls, which however rarely laſt longer than two or three minutes. This ſeems to be owing to the obſtruction of the ſouthern gale, by the hills in the neighbourhood

of

of the bay; for the wind being collected by this means, at laſt forces its paſſage through the narrow vallies, which, like ſo many funnels, both facilitate its eſcape, and increaſe its violence. Theſe frequent and ſudden guſts make it difficult for ſhips to work in with the wind off ſhore, or to keep a clear hawſe when anchored.

The northern part of this Iſland is compoſed of high craggy hills, many of them inacceſſible, though generally covered with trees. The ſoil of this part is looſe and ſhallow, ſo that very large trees on the hills ſoon periſh for want of root, and are then eaſily overturned; which occaſioned the unfortunate death of one of our ſailors, who being upon the hills in ſearch of goats, caught hold of a tree upon a declivity to aſſiſt him in his aſcent, and this giving way, he immediately rolled down the hill, and though in his fall he fattened on another tree of conſiderable bulk, yet that too gave way, and he fell amongſt the rocks, and was daſhed to pieces. Mr. *Brett* likewiſe met with an accident only by reſting his back againſt a tree, near as large about as himſelf, which ſtood on a ſlope; for the tree giving way, he fell to a conſiderable diſtance, though without receiving any injury. Our priſoners (whom, as will be related in the ſequel, we afterwards brought in here) remarked, that the appearance of the hills in ſome part of the Iſland reſembled that of the mountains in *Chili*, where the gold is found: So that it is not impoſſible but mines might be diſcovered here. We obſerved, in ſome places, ſeveral hills of a peculiar ſort of red earth, exceeding ver-

vermilion in colour, which perhaps, on examination, might prove uſeful for many purpoſes. The ſouthern, or rather the S. W. part of the Iſland, as diſtinguiſhed in the plan, is widely different from the reſt, being dry, ſtony, and deſtitute of trees, and very flat and low, compared with the hills on the northern part. This part of the Iſland is never frequented by ſhips, being ſurrounded by a ſteep ſhore, and having little or no freſh water; and beſides, it is expoſed to the ſoutherly wind, which generally blows here the whole year round, and in the winter ſolſtice very hard.

The trees on which the woods on the northern ſide of the Iſland are compoſed, are moſt of them aromaticks, and of many different ſorts: There are none of them of a ſize to yield any conſiderable timber, except the myrtle-trees, which are the largeſt on the Iſland, and ſupplied us with all the timber we made uſe of; but even theſe would not work to a greater length than forty feet. The top of the myrtle-tree is circular, and appears as uniform and regular, as if it had been clipped by art; it bears on its bark an excreſcence like moſs, which in taſte and ſmell reſembles garlick, and was uſed by our people inſtead of it. We found here too the piemento-tree and likewiſe the cabbage-tree, though in no great plenty. And, beſides a great number of plants of various kinds, which we were not botaniſts enough either to deſcribe, or attend to, we found here almoſt all the vegetables, which are uſually eſteemed to be particularly adapted to the cure of thoſe ſcorbutick diſorders, which are contracted by ſalt diet and

long

ng voyages. For here we had great quantities water-creſſes and purſlain, with excellent wild rrel, and a vaſt profuſion of turnips and *Sicilian* liſhes: Theſe two laſt, having ſome reſemblance each other, were confounded by our people der the general name of turnips. We uſually eferred the tops of the turnips to the roots, ich were often ſtringy; though ſome of them re free from that exception, and remarkably od. Theſe vegetables, with the fiſh and fleſh got here, and which I ſhall more particularly ſcribe hereafter, were not only extremely grate- to our palates, after the long courſe of ſalt t which we had been confined to, but were ewiſe of the moſt ſalutary conſequence to our k in recovering and invigorating them, and of mean ſervice to us who were well, in deſtroy- g the lurking ſeeds of the ſcurvy, from which ne of us were totally exempt, and in refreſhing d reſtoring us to our wonted ſtrength and tivity.

To the vegetables I have already mentioned, which we made perpetual uſe, I muſt add, at we found many acres of ground covered with ts and clover. There were alſo ſome few cab- age-trees upon the Iſland, as was obſerved be- re; but as they generally grew on the preci- ices, and in dangerous ſituations, and as it was eceſſary to cut down a large tree for every ſingle abbage, this was a dainty that we were able but arely to indulge in.

The excellence of the climate and the looſeneſs f the ſoil render this place extremely proper for

all kinds of vegetation; for if the ground be any where accidentally turned up, it is immediately overgrown with turnips and *Sicilian* radiſhes; Mr. *Anſon* therefore having with him garden-ſeeds of all kinds, and ſtones of different ſorts of fruits, he, for the better accommodation of his countrymen who ſhould hereafter touch here, ſowed both lettices, carrots, and other garden plants, and ſett in the woods a great variety of plumb, apricoct, and peach ſtones: And theſe laſt he has been informed have ſince thriven to a very remarkable degree; for ſome Gentlemen, who in their paſſage from *Lima* to *Old Spain* were taken and brought to *England*, having procured leave to wait upon Mr. *Anſon*, to thank him for his generoſity and humanity to his priſoners, ſome of whom were their relations, they, in caſual diſcourſe with him about his tranſactions in the *South-Seas*, particularly aſked him, if he had not planted a great number of fruit-ſtones on the Iſland of *Juan Fernandes*; for they told him, their late Navigators had diſcovered there numbers of peach-trees and apricoct-trees, which being fruits before unobſerved in that place, they concluded them to have been produced from kernels ſett by him.

This may in general ſuffice as to the ſoil and vegetable productions of this place: But the face of the country, at leaſt of the North part of the Iſland, is ſo extremely ſingular, that I cannot avoid giving it a particular conſideration. I have already taken notice of the wild, inhoſpitable air with which it firſt appeared to us, and the gra-

dual

dual improvement of this uncouth landſkip as we drew nearer, till we were at laſt captivated by the numerous beauties we diſcovered on the ſhore. And I muſt now add, that we found, during the time of our reſidence there, that the inland parts of the Iſland did no ways fall ſhort of the ſanguine prepoſſeſſions which we firſt entertained in their favour. For the woods, which covered moſt of the ſteepeſt hills, were free from all buſhes and underwood, and afforded an eaſy paſſage through every part of them; and the irregularities of the hills and precipices, in the northern part of the Iſland, neceſſarily traced out by their various combinations a great number of romantic vallies; moſt of which had a ſtream of the cleareſt water running through them, that tumbled in caſcades from rock to rock, as the bottom of the valley, by the courſe of the neighbouring hills, was at any time broken into a ſudden ſharp deſcent: Some particular ſpots occurred in theſe vallies, where the ſhade and fragrance of the contiguous woods, the loftineſs of the overhanging rocks, and the tranſparency and frequent falls of the neighbouring ſtreams, preſented ſcenes of ſuch elegance and dignity, as would with difficulty be rivalled in any other part of the globe. It is in this place, perhaps, that the ſimple productions of unaſſiſted nature may be ſaid to excel all the fictitious deſcriptions of the moſt animated imagination. I ſhall finiſh this article with a ſhort account of that ſpot where the Commodore pitched his tent, and which he made choice of for his own reſidence, though I deſpair of conveying an adequate idea of

its beauty. The piece of ground which he choſe was a ſmall lawn, that lay on a little aſcent, at the diſtance of about half a mile from the ſea. In the front of his tent there was a large avenue cut through the woods to the ſea-ſide, which ſloping to the water with a gentle deſcent, opened a proſpect of the bay and the ſhips at anchor. This lawn was ſcreened behind by a tall wood of myrtle ſweeping round it, in the form of a theatre, the ſlope on which the wood ſtood, riſing with a much ſharper aſcent than the lawn itſelf, though not ſo much, but that the hills and precipices within land towered up conſiderably above the tops of the trees, and added to the grandeur of the view. There were, beſides, two ſtreams of chryſtal water, which ran on the right and left of the tent, within an hundred yards diſtance, and were ſhaded by the trees which ſkirted the lawn on either ſide, and compleated the ſymmetry of the whole. Some faint conceptions of the elegance of this ſituation may perhaps be better deduced from the draught of it, in the eighteenth plate.

It remains now only that we ſpeak of the animals and proviſions which we met with at this place. Former writers have related, that this Iſland abounded with vaſt numbers of goats, and their accounts are not to be queſtioned, this place being the uſual haunt of the buccaneers and privateers, who formerly frequented thoſe ſeas. And there are two inſtances; one of a *Muſquito Indian*, and the other of *Alexander Selkirk*, a *Scotchman*, who were left here by their reſpective ſhips, and lived alone upon this Iſland for ſome years, and con-

conſequently were no ſtrangers to its produce. *Selkirk*, who was the laſt, after a ſtay of between four and five years, was taken off the place by the Duke and Ducheſs Privateers of *Briſtol*, as may be ſeen at large in the journal of their voyage: His manner of life, during his ſolitude, was in moſt particulars very remarkable; but there is one circumſtance he relates, which was ſo ſtrangely verified by our own obſervation, that I cannot help reciting it. He tells us, amongſt other things, that as he often caught more goats than he wanted, he ſometimes marked their ears and let them go. This was about thirty-two years before our arrival at the Iſland. Now it happened, that the firſt goat that was killed by our people at their landing had his ears ſlit, whence we concluded, that he had doubtleſs been formerly under the power of *Selkirk*. This was indeed an animal of a moſt venerable aſpect, dignified with an exceeding majeſtic beard, and with many other ſymptoms of antiquity. During our ſtay on the Iſland, we met with others marked in the ſame manner, all the males being diſtinguiſhed by an exuberance of beard, and every other characteriſtick of extreme age.

But the great numbers of goats, which former writers deſcribe to have been found upon this Iſland, are at preſent very much diminiſhed: As the *Spaniards* being informed of the advantages which the buccaneers and privateers drew from the proviſions which goats-fleſh have furniſhed them with, have endeavoured to extirpate the breed, thereby to deprive their enemies of this re-

lief. For this purpoſe, they have put on ſhore great numbers of large dogs, who have encreaſed apace, and have deſtroyed all the goats in the acceſſible part of the country; ſo that there now remain only a few amongſt the craggs and precipices, where the dogs cannot follow them. Theſe are divided into ſeparate herds of twenty or thirty each, which inhabit diſtinct faſtneſſes, and never mingle with each other: By this means we found it extremely difficult to kill them; and yet we were ſo deſirous of their fleſh, which we all agreed much reſembled veniſon, that we got knowledge, I believe, of all their herds, and it was conceived, by comparing their numbers together, that they ſcarcely exceeded two hundred upon the whole Iſland. I remember we had once an opportunity of obſerving a remarkable diſpute betwixt a herd of theſe animals, and a number of dogs; for going in our boat into the eaſtern bay, we perceived ſome dogs running very eagerly upon the foot, and being willing to diſcover what game they were after, we lay upon our oars ſome time to view them, and at laſt ſaw them take to a hill, where looking a little further, we obſerved upon the ridge of it an herd of goats, which ſeemed drawn up for their reception. There was a very narrow path ſkirted on each ſide by precipices, on which the Maſter of the herd poſted himſelf fronting the enemy, the reſt of the goats being all behind him, where the ground was more open: As this ſpot was inacceſſible by any other path, excepting where this champion had placed himſelf, the dogs, though they ran up-hill with

great

great alacrity, yet when they came within about twenty yards of him, they found they durſt not encounter him, (for he would infallibly have driven them down the precipice) but gave over the chace, and quietly laid themſelves down, panting at a great rate. Theſe dogs, who are maſters of all the acceſſible parts of the Iſland, are of various kinds, ſome of them very large, and are multiplied to a prodigious degree. They ſometimes came down to our habitations at night, and ſtole our proviſion; and once or twice they ſet upon ſingle perſons, but aſſiſtance being at hand, they were driven off without doing any miſchief. As at preſent it is rare for goats to fall in their way, we conceived that they lived principally upon young ſeals; and indeed ſome of our people had the curioſity to kill dogs ſometimes and dreſs them, and it ſeemed to be agreed that they had a fiſhy taſte.

Goats-fleſh, as I have mentioned, being ſcarce, we rarely being able to kill above one a day; and our people growing tired of fiſh, (which, as I ſhall hereafter obſerve, abound at this place) they at laſt condeſcended to eat ſeals, which by degrees they came to reliſh, and called it lamb. The ſeal, numbers of which haunt this Iſland, hath been ſo often mentioned by former writers, that it is unneceſſary to ſay any thing particular about them in this place. But there is another amphibious creature to be met with here, called a ſea-lion, that bears ſome reſemblance to a ſeal, though it is much larger. This too we eat under the denomination of beef; and as it is ſo extra-

ordinary an animal, I conceive, it well merits a particular deſcription. They are in ſize, when arrived at their full growth, from twelve to twenty feet in length, and from eight to fifteen in circumference: They are extremely fat, ſo that after having cut thro' the ſkin, which is about an inch in thickneſs, there is at leaſt a foot of fat before you can come at either lean or bones; and we experienced more than once, that the fat of ſome of the largeſt afforded us a butt of oil. They are likewiſe very full of blood, for if they are deeply wounded in a dozen places, there will inſtantly guſh out as many fountains of blood, ſpouting to a conſiderable diſtance; and to try what quantity of blood they contained, we ſhot one firſt, and then cut its throat, and meaſuring the blood that came from him, we found, that beſides what remained in the veſſels, which to be ſure was conſiderable, we got at leaſt two hogſheads. Their ſkins are covered with ſhort hair of a light dun colour, but their tails and their fins, which ſerve them for feet on ſhore, are almoſt black; their fins or feet are divided at the ends like fingers, the web which joins them not reaching to the extremities, and each of theſe fingers is furniſhed with a nail. They have a diſtant reſemblance to an overgrown ſeal, though in ſome particulars there is a manifeſt difference between them, eſpecially in the males. Theſe have a large ſnout or trunk hanging down five or ſix inches below the end of the upper jaw; which the females have not, and this renders the countenance of the male and female eaſy to be

diſtin-

diſtinguiſhed from each other, and beſides, the males are of a much larger ſize. The form and appearance both of the male and female are very exactly repreſented in the nineteenth plate, only the diſproportion of their ſize is not uſually ſo great as is there exhibited; for the male was drawn from the life, after the largeſt of theſe animals, which was found upon the Iſland: He was the maſter of the flock, and from his driving off the other males, and keeping a great number of females to himſelf he was by the ſeamen ludicrouſly ſtiled the Baſhaw. Theſe animals divide their time equally between the land and ſea, continuing at ſea all the ſummer, and coming on ſhore at the ſetting in of the winter, where they reſide during that whole ſeaſon. In this interval they engender and bring forth their young, and have generally two at a birth; which they ſuckle with their milk, they being at firſt about the ſize of a full-grown ſeal. During the time theſe ſeations continue at ſhore, they feed on the graſs and verdure which grows near the banks of the freſh-water ſtreams; and, when not employed on feeding, ſleep in herds in the moſt miry places they can find out. As they ſeem to be of a very lethargic diſpoſition, and are not eaſily awakened, each herd was obſerved to place ſome of their males at a diſtance, in the nature of ſentinels, who never failed to alarm them, whenever any one attempted to moleſt, or even to approach them; and they were very capable of alarming, even at a conſiderable diſtance, for the noiſe they make is very loud and of different kinds, ſometimes

grunting

grunting like hogs, and at other times ſnorting like horſes in full vigour. They often, eſpecially the males, have furious battles with each other, principally about their females; and we were one day extremely ſurprized by the ſight of two animals, which at firſt appeared different from all we had ever obſerved, but, on a nearer approach, they proved to be two ſea-lions, who had been goring each other with their teeth, and were covered over with blood: And the Baſhaw before-mentioned, who generally lay ſurrounded with a ſeraglio of females, which no other male dared to approach, had not acquired that envied pre-eminence without many bloody conteſts, of which the marks ſtill remained in the numerous ſcars which were viſible in every part of his body. We killed many of them for food, particularly for their hearts and tongues, which we eſteemed exceeding good eating, and preferable even to thoſe of bullocks: In general there was no difficulty in killing them, for they were incapable either of eſcaping or reſiſting; as their motion is the moſt unweildy that can be conceived, their blubber, all the time they are moving, being agitated in large waves under their ſkins. However, a ſailor one day being careleſſly employed in ſkinning a young ſea-lion, the female, from whence he had taken it, came upon him unperceived, and getting his head in her mouth, ſhe with her teeth ſcored his ſkull in notches in many places, and thereby wounded him ſo deſperately, that though all poſſible care was taken of him, he died in a few days.

Theſe

Theſe are the principal animals, which we found upon the Iſland: For we ſaw but few birds, and thoſe chiefly hawks, blackbirds, owls, and humming birds. We ſaw not the Pardela, which burrows in the ground, and which former writers have mentioned to be found here; but as we often met with their holes, we ſuppoſed that the dogs had deſtroyed them, as they have almoſt done the cats: For theſe were very numerous in *Selkirk*'s time, but we ſaw not above one or two during our whole ſtay. However, the cats ſtill keep their ground, and continue here in great numbers, and were very troubleſome to us, by infeſting our tents nightly.

But that which furniſhed us with the moſt delicious repaſts at this Iſland, remains ſtill to be deſcribed. This was the fiſh, with which the whole bay was moſt plentifully ſtored, and with the greateſt variety: For we found here cod of a prodigious ſize; and by the report of ſome of our crew, who had been formerly employed in the *Newfoundland* fiſhery, not in leſs plenty than is to be met with on the banks of that Iſland. We caught alſo cavallies, gropers, large breams, maids, ſilver fiſh, congers of a peculiar kind, and above all, a black fiſh which we moſt eſteemed, called by ſome a chimney-ſweeper, in ſhape reſembling a carp. The beach indeed is every where ſo full of rocks and looſe ſtones, that there is no poſſibility of haling the Seyne; but with hooks and lines we caught what numbers we pleaſed, ſo that a boat with two or three lines would return loaded with fiſh in about two or three

three hours time. The only interruption we ever met with, aroſe from great quantities of dog-fiſh and large ſharks, which ſome times attended our boats and prevented our ſport. Beſides the fiſh we have already mentioned, we found here one delicacy in greater perfection, both as to ſize, flavour and quantity, than is perhaps to be met with in any other part of the world: This was ſea craw-fiſh; they generally weighed eight or nine pounds apiece, were of a moſt excellent taſte, and lay in ſuch abundance near the water's edge, that the boat-hooks often ſtruck into them, in putting the boat to and from the ſhore.

Theſe are the moſt material articles relating to the accommodations, ſoil, vegetables, animals, and other productions of the Iſland of *Juan Fernandes*: By which it muſt appear, how properly that place was adapted for recovering us from the deplorable ſituation to which our tedious and unfortunate navigation round *Cape Horn* had reduced us. And having thus given the reader ſome idea of the ſite and circumſtances of this place, which was to be our reſidence for three months; I ſhall now proceed, in the next chapter, to relate all that occurred to us in that interval, reſuming my narration from the 18th day of *June*, being the day in which the *Tryal* Sloop, having by a ſquall been driven out to ſea three days before, came again to her moorings, the day in which we finiſhed the ſending our ſick on ſhore, and about eight days after our firſt anchoring at this Iſland.

CHAP.

CHAP. II.

The arrival of the *Glouceſter* and the *Anna Pink* at the Iſland of *Juan Fernandes*, and the tranſactions at that place during this interval.

THE arrival of the *Tryal* Sloop at this Iſland, ſo ſoon after we came there ourſelves, gave us great hopes of being ſpeedily joined by the reſt of the ſquadron; and we were for ſome days continually looking out, in expectation of their coming in ſight. But near a fortnight being elapſed, without any of them having appeared, we began to deſpair of ever meeting them again; as we knew that had our ſhip continued ſo much longer at ſea, we ſhould every man of us have periſhed, and the veſſel, occupied by dead bodies only, would have been left to the caprice of the winds and waves: And this we had great reaſon to fear was the fate of our conſorts, as each hour added to the probability of theſe deſponding ſuggeſtions.

But on the 21ſt of *June*, ſome of our people, from an eminence on ſhore, diſcerned a ſhip to leeward, with her courſes even with the horizon; and they, at the ſame time, particularly obſerved, that ſhe had no ſail abroad except her courſes and her main top-ſail. This circumſtance made them conclude that it was one of our ſquadron, which had

had probably ſuffered in her ſails and rigging as ſeverely as we had done: But they were prevented from forming more definite conjectures about her; for, after viewing her for a ſhort time, the weather grew thick and hazy, and they loſt ſight of her. On this report, and no ſhip appearing for ſome days, we were all under the greateſt concern, ſuſpecting that her people were in the utmoſt diſtreſs for want of water, and ſo diminiſhed and weakned by ſickneſs, as not to be able to ply up to windward; ſo that we feared that, after having been in ſight of the Iſland, her whole crew would notwithſtanding periſh at ſea. However, on the 26th, towards noon, we diſcerned a ſail in the North-Eaſt quarter, which we conceived to be the very ſame ſhip that had been ſeen before, and our conjectures proved true: And about one o'clock ſhe approached ſo near, that we could diſtinguiſh her to be the *Glouceſter*. As we had no doubt of her being in great diſtreſs, the Commodore immediately ordered his boat to her aſſiſtance, laden with freſh water, fiſh and vegetables, which was a very ſeaſonable relief to them; for our apprehenſions of their calamities appeared to be but too well grounded, as perhaps there never was a crew in a more diſtreſſed ſituation. They had already thrown over-board two thirds of their complement, and of thoſe which remained alive, ſcarcely any were capable of doing duty, except the officers and their ſervants. They had been a conſiderable time at the ſmall allowance of a pint of freſh water to each man for twenty-four hours, and yet they had ſo little left, that, had it

not

not been for the ſupply we ſent them, they muſt ſoon have died of thirſt. The ſhip plied in within three miles of the bay; but, the winds and currents being contrary, ſhe could not reach the road. However, ſhe continued in the offing the next day; but as ſhe had no chance of coming to an anchor, unleſs the wind and currents ſhifted; the Commodore repeated his aſſiſtance, ſending to her the *Tryal*'s boat manned with the *Centurion*'s people, and a farther ſupply of water and other refreſhments. Captain *Mitchel*, the Captain of the *Glouceſter*, was under a neceſſity of detaining both this boat and that ſent the preceding day; for without the help of their crews he had no longer ſtrength enough to navigate the ſhip. In this tantalizing ſituation the *Glouceſter* continued for near a fortnight, without being able to fetch the road, though frequently attempting it, and at ſometimes bidding very fair for it. On the 9th of *July*, we obſerved her ſtretching away to the eaſtward at a conſiderabe diſtance, which we ſuppoſed was with a deſign to get to the ſouthward of the Iſland; but as we ſoon loſt ſight of her, and ſhe did not appear for near a week, we were prodigiouſly concerned, knowing that ſhe muſt be again in extreme diſtreſs for want of water. After great impatience about her, we diſcovered her again on the 16th, endeavouring to come round the eaſtern point of the Iſland; but the wind, ſtill blowing directly from the bay, prevented her getting nearer than within four leagues of the land. On this, Captain *Mitchel* made ſignals of diſtreſs, and our long-boat was

ſent

ſent to him with a ſtore of water, and plenty of fiſh, and other refreſhments. And the long-boat being not to be ſpared, the Cockſwain had poſitive orders from the Commodore to return again immediately; but the weather proving ſtormy the next day, and the boat not appearing, we much feared ſhe was loſt, which would have proved an irretrievable misfortune to us all: However, the 2d day after, we were relieved from this anxiety, by the joyful ſight of the long-boat's ſails upon the water; on which we ſent the Cutter immediately to her aſſiſtance, who towed her along ſide in a few hours; when we found that the crew of our long-boat had taken in ſix of the *Glouceſter*'s ſick men to bring them on ſhore, two of which had died in the boat. We now learnt that the *Glouceſter* was in a moſt dreadful condition, having ſcarcely a man in health on board, except thoſe they received from us; and numbers of their ſick dying daily, it appeared that, had it not been for the laſt ſupply ſent by our long-boat, both the healthy and diſeaſed muſt have all periſhed together for want of water. Theſe calamities were the more terrifying, as they appeared to be without remedy: For the *Glouceſter* had already ſpent a month in her endeavours to fetch the bay, and ſhe was now no farther advanced than at the firſt moment ſhe made the Iſland; on the contrary, the people on board her had worn out all their hopes of ever ſucceeding in it, by the many experiments they had made of its difficulty. Indeed, the ſame day her ſituation grew more deſperate than ever, for after

ſhe had received our laſt ſupply of refreſhments, we again loſt ſight of her; ſo that we in general deſpaired of her ever coming to an anchor.

Thus was this unhappy veſſel bandied about within a few leagues of her intended harbour, whilſt the neighbourhood of that place and of thoſe circumſtances, which could alone put an end to the calamities they laboured under, ſerved only to aggravate their diſtreſs, by torturing them with a view of the relief it was not in their power to reach. But ſhe was at laſt delivered from this dreadful ſituation, at a time when we leaſt expected it; for after having loſt ſight of her for ſeveral days, we were pleaſingly ſurprized, on the morning of the 23d of *July*, to ſee her open the N. W. point of the bay with a flowing ſail; when we immediately diſpatched what boats we had to her aſſiſtance, and in an hour's time from our firſt perceiving her, ſhe anchored ſafe within us in the bay. And now we were more particularly convinced of the importance of the aſſiſtance and refreſhments we ſo often ſent them, and how impoſſible it would have been for a man of them to have ſurvived, had we given leſs attention to their wants; for notwithſtanding the water, the greens, and freſh proviſions which we ſupplied them with, and the hands we ſent them to navigate the ſhip, by which the fatigue of their own people was diminiſhed, their ſick relieved, and the mortality abated; notwithſtanding this indulgent care of the Commodore, they yet buried above three fourths of their crew, and a very ſmall proportion of the remainder were capable of aſſiſting

in the duty of the ſhip. On their coming to an anchor, our firſt endeavours were to aſſiſt them in mooring, and our next to ſend their ſick on ſhore: Theſe were now reduced by deaths to leſs than fourſcore, of which we expected to loſe the greateſt part; but whether it was, that thoſe furtheſt advanced in the diſtemper were all dead, or that the greens and freſh proviſions we had ſent on board had prepared thoſe which remained for a more ſpeedy recovery, it happened contrary to our expectations, that their ſick were in general relieved and reſtored to their ſtrength, in a much ſhorter time than our own had been when we firſt came to the Iſland, and very few of them died on ſhore.

I have thus given an account of the principal events relating to the arrival of the *Glouceſter*, in one continued narration. I ſhall only add, that we never were joined by any other of our ſhips, except our Victualler, the *Anne Pink*, who came in about the middle of *Auguſt*, and whoſe hiſtory I ſhall defer for the preſent; as it is now high time to return to the account of our own tranſactions on board and on ſhore, during the interval of the *Glouceſter*'s frequent and ineffectual attempts to reach the Iſland.

Our next employment, after ſending our ſhip on ſhore from the *Centurion*, was cleanſing our ſhip and filling our water. The firſt of theſe meaſures was indiſpenſibly neceſſary to our future health, as the numbers of ſick, and the unavoidable negligence ariſing from our deplorable ſituation at ſea, had rendered the decks moſt intolerably

ably loathſome. And the filling our water was a caution that appeared not leſs eſſential to our ſecurity, as we had reaſon to apprehend that accidents might intervene, which would oblige us to quit the Iſland at a very ſhort warning; for ſome appearances we had diſcovered on ſhore upon our firſt landing, gave us grounds to believe, that there were *Spaniſh* cruiſers in theſe ſeas, which had left the Iſland but a ſhort time before our arrival, and might poſſibly return thither again, either for a recruit of water, or in ſearch of us; ſince we could not doubt, but that the ſole buſineſs they had at ſea was to intercept us, and we knew that this Iſland was the likelieſt place, in their own opinion, to meet with us. The circumſtances, which gave riſe to theſe reflections (in part of which we were not miſtaken, as ſhall be obſerved more at large hereafter) were our finding on ſhore ſeveral pieces of earthen jars, made uſe of in thoſe ſeas for water and other liquids, which appeared to be freſh broken: We ſaw too many heaps of aſhes, and near them fiſh-bones and pieces of fiſh, beſides whole fiſh ſcattered here and there, which plainly appeared to have been but a ſhort time out of the water, as they were but juſt beginning to decay. Theſe were certain indications that there had been ſhips at this place but a ſhort time before we came there; and as all *Spaniſh* Merchant-men are inſtructed to avoid the Iſland, on account of its being the common rendezvous of their enemies, we concluded thoſe who had touched here to be ſhips of force; and not knowing that *Pizarro* was returned to

Buenos Ayres, and ignorant what ſtrength might have been fitted out at *Callao*, we were under ſome concern for our ſafety, being in ſo wretched and enfeebled a condition, that notwithſtanding the rank of our ſhip, and the ſixty guns ſhe carried on board, which would only have aggravated our diſhonour, there was ſcarcely a privateer ſent to ſea, that was not an over-match for us. However, our fears on this head proved imaginary, and we were not expoſed to the diſgrace, which might have been expected to have befallen us, had we been neceſſitated (as we muſt have been, had the enemy appeared) to fight our ſixty-gun ſhip with no more than thirty hands.

Whilſt the cleaning our ſhip and the filling our water went on, we ſet up a large copper-oven on ſhore near the ſick tents, in which we baked bread every day for the ſhip's company; for being extremely deſirous of recovering our ſick as ſoon as poſſible, we conceived that new bread added to their greens and freſh fiſh, might prove a powerful article in their relief. Indeed we had all imaginable reaſon to endeavour at the augmenting our preſent ſtrength, as every little accident, which to a full crew would be inſignificant, was extremely alarming in our preſent helpleſs ſituation: Of this, we had a troubleſome inſtance on the 30th of *June*; for at five in the morning, we were aſtoniſhed by a violent guſt of wind directly off ſhore, which inſtantly parted our ſmall bower cable about ten fathom from the ring of the anchor. The ſhip at once ſwung off to the beſt bower, which happily ſtood the violence of the

jerk,

jerk, and brought us up with two cables an end in eighty fathom. At this time we had not above a dozen ſeamen in the ſhip, and we were apprehenſive, if the ſquall continued, that we ſhould be driven to ſea in this wretched condition. However, we ſent the boat on ſhore, to bring off all who were capable of acting; and the wind, ſoon abating of its fury, gave us an opportunity of receiving the boat back again with a reinforcement. With this additional ſtrength we immediately went to work, to heave in what remained of the cable, which we ſuſpected had received ſome damage from the foulneſs of the ground before it parted; and agreeable to our conjecture, we found that ſeven fathom and a half of the outer end had been rubbed, and rendered unſerviceable. In the afternoon, we bent the cable to the ſpare anchor, and got it over the ſhip's ſide; and the next morning, *July* 1, being favoured with the wind in gentle breezes, we warped the ſhip in again, and let go the anchor in forty-one fathom; the eaſtermoſt point now bearing from us E. ½ S; the weſtermoſt N. W. by W; and the bay as before, S. S. W; a ſituation in which we remained ſecure for the future. However, we were much concerned for the loſs of our anchor, and ſwept frequently for it, in hopes to have recovered it; but the buoy having ſunk at the very inſtant that the cable parted, we were never able to find it.

And now as we advanced in *July*, ſome of our men being tolerably recovered, the ſtrongeſt of them were put upon cutting down trees, and ſplitting them into billets; while others, who

were too weak for this employ, undertook to carry the billets by one at a time to the water-ſide: This they performed, ſome of them with the help of crutches, and others ſupported by a ſingle ſtick. We next ſent the forge on ſhore, and employed our ſmiths, who were but juſt capable of working, in mending our chain-plates, and our other broken and decayed iron work. We began too the repairs of our rigging; but as we had not junk enough to make ſpun-yarn, we deferred the general over-hale, in hopes of the daily arrival of the *Glouceſter*, who we knew had a great quantity of junk on board. However, that we might diſpatch as faſt as poſſible in our refitting, we ſet up a large tent on the beach for the ſail-makers; and they were immediately employed in repairing our old ſails, and making us new ones. Theſe occupations, with our cleanſing and watering the ſhip, (which was by this time pretty well compleated) the attendance on our ſick, and the frequent relief ſent to the *Glouceſter*, were the principal tranſactions of our infirm crew, till the arrival of the *Glouceſter* at an anchor in the bay. And then Captain *Mitchel* waiting on the Commodore, informed him, that he had been forced by the winds, in his laſt abſence, as far as the ſmall Iſland called *Maſa-Fuero*, lying about twenty-two leagues to the weſtward of *Juan Fernandes*; and that he endeavoured to ſend his boat on ſhore there for water, of which he could obſerve ſeveral ſtreams, but the wind blew ſo ſtrong upon the ſhore, and occaſioned ſuch a ſurf, that it was impoſſible for the boat to land; though the attempt was not altogether

ogether uſeleſs, for his people returned with a oat-load of fiſh. This Iſland had been repre-ented by former Navigators as a barren rock; ut Captain *Mitchel* aſſured the Commodore, that was almoſt every where covered with trees and erdure, and was near four miles in length; and dded, that it appeared to him far from impoſ-ble, but ſome ſmall bay might be found on it, hich might afford ſufficient ſhelter for any ſhip eſirous of refreſhing there.

As four ſhips of our ſquadron were miſſing, his deſcription of the Iſland of *Maſa-Fuero* gave ſe to a conjecture, that ſome of them might poſ-ibly have fallen in with that Iſland, and might ave miſtaken it for the true place of our rendez-vous. This ſuſpicion was the more plauſible, as we had no draught of either Iſland that could be relied on: And therefore, Mr. *Anſon* determined to ſend the *Tryal* Sloop thither, as ſoon as ſhe could be fitted for the ſea, in order to examine all its bays and creeks, that we might be ſatisfied whether any of our miſſing ſhips were there or not. For this purpoſe, ſome of our beſt hands were ſent on board the *Tryal* the next morning, to overhale and fix her rigging; and our long-boat was employed in compleating her water; and whatever ſtores and neceſſaries ſhe wanted, were immediately ſupplied either from the *Centurion* or the *Gloucester*. But it was the 4th of *Auguſt* be-fore the *Tryal* was in readineſs to ſail, when hav-ing weighed, it ſoon after fell calm, and the tide ſet her very near the eaſtern ſhore: Captain *Saun-ders* hung out lights, and fired ſeveral guns to ac-

quaint us with his danger; upon which all the boats were ſent to his relief, who towed the Sloop into the bay, where ſhe anchored until the next morning, and then weighing again, proceeded on her cruize with a fair breeze.

And now, after the *Glouceſter*'s arrival, we were employed in earneſt in examining and repairing our rigging; but in the ſtripping our foremaſt, we were alarmed by diſcovering it was ſprung juſt above the partners of the upper deck. The ſpring was two inches in depth, and twelve in circumference; however, the Carpenters on inſpecting it, gave it as their opinion, that fiſhing it with two leaves of an anchor-ſtock, would render it as ſecure as ever. But, beſides this defect in our maſt, we had other difficulties in refitting, from the want of cordage and canvas; for though we had taken to ſea much greater quantities of both, than had ever been done before, yet the continued bad weather we met with, had occaſioned ſuch a conſumption of theſe ſtores, that we were driven to great ſtraits: As after working up all our junk and old ſhrouds, to make twice-laid cordage, we were at laſt obliged to unlay a cable to work into running rigging. And with all the canvas, and remnants of old ſails that could be muſtered, we could only make up one compleat ſuit.

Towards the middle of *Auguſt* our men being indifferently recovered, they were permitted to quit their ſick tents, and to build ſeparate huts for themſelves, as it was imagined, that by living apart, they would be much cleanlier, and conſe-

quently likely to recover their ſtrength the ſooner; but at the ſame time particular orders were given, that on the firing of a gun from the ſhip, they ſhould inſtantly repair to the water-ſide. Their employment on ſhore was now either the procuring of refreſhments, the cutting of wood, or the making of oil from the blubber of the ſea-lions. This oil ſerved us for ſeveral purpoſes, as burning in lamps, or mixing with pitch to pay the ſhips ſides, or, when worked up with wood-aſhes, to ſupply the uſe of tallow (of which we had none left) to give the ſhip boot-hoſe tops. Some of the men too were occupied in ſalting of cod; for there being two *Newfoundland* fiſhermen in the *Centurion*, the Commodore ſet them about laying in a conſiderable quantity of ſalted cod for a ſea-ſtore; though very little of it was uſed, as it was afterwards thought to be as productive of the ſcurvy, as any other kind of ſalt proviſions.

I have before-mentioned, that we had a copper-oven on ſhore to bake bread for the ſick; but it happened that the greateſt part of the flour, for the uſe of the ſquadron, was embarked on board our Victualler the *Anna Pink*: And I ſhould have mentioned, that the *Tryal* Sloop, at her arrival, had informed us, that on the 9th of *May* ſhe had fallen in with our Victualler, not far diſtant from the Continent of *Chili*; and had kept company with her for four days, when they were parted in a hard gale of wind. This afforded us ſome room to hope that ſhe was ſafe, and that ſhe might join us; but all *June* and *July* being paſt without any news of her, we then gave her

over

over for loſt; and in the end of *July* the Commodore ordered all the ſhips to a ſhort allowance of bread. Nor was it in our bread only, that we feared a deficiency; for ſince our arrival at this Iſland, we diſcovered that our former Purſer had neglected to take on board large quantities of ſeveral kinds of proviſions, which the Commodore had expreſsly ordered him to receive; ſo that the ſuppoſed loſs of our Victualler, was on all accounts a mortifying conſideration. However, on *Sunday*, the 16th of *Auguſt*, about noon, we eſpied a ſail in the northern quarter, and a gun was immediately fired from the *Centurion*, to call off the people from ſhore; who readily obeyed the ſummons, repairing to the beach, where the boats waited to carry them on board. And being now prepared for the reception of this ſhip in view, whether friend or enemy, we had various ſpeculations about her; at firſt, many imagined it to be the *Tryal* Sloop returned from her cruize; though as ſhe drew nearer, this opinion was confuted, by obſerving ſhe was a veſſel with three maſts. Then other conjectures were eagerly canvaſſed, ſome judging it to be the *Severn*, others the *Pearl*, and ſeveral affirming that it did not belong to our ſquadron: But about three in the afternoon our diſputes were ended, by an unanimous perſuaſion that it was our Victualler the *Anna Pink*. This ſhip, though, like the *Glouceſter*, ſhe had fallen in to the northward of the Iſland, had yet the good fortune to come to an anchor in the bay, at five in the afternoon. Her arrival gave us all the ſincereſt joy;

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et with, being matters worthy of a ſeparate
arration, I ſhall refer them, together with a ſhort
ccount of the other miſſing ſhips of the ſquadron,
o the enſuing chapter.

CHAP.

CHAP. III.

A ſhort narrative of what befel the *Anna Pink* before ſhe joined us, with an account of the loſs of the *Wager*, and of the putting back of the *Severn* and *Pearl*, the two remaining ſhips of the ſquadron.

ON the firſt appearance of the *Anna Pink*, it ſeemed wonderful to us how the crew of a veſſel, which came to this rendezvous two months after us, ſhould be capable of working their ſhip in the manner they did, with ſo little appearance of debility and diſtreſs; But this difficulty was ſoon ſolved when ſhe came to an anchor; for we then found that they had been in harbour ſince the middle of *May*, which was near a month before we arrived at *Juan Fernandes*; So that their ſufferings (the riſque they had run of ſhipwreck only excepted) were greatly ſhort of what had been undergone by the reſt of the ſquadron. It ſeems, on the 16th of *May*, they fell in with the land, which was then but four leagues diſtant, in the latitude of 45° : 15′ South. On the firſt ſight of it they wore ſhip and ſtood to the ſouthward, but their fore-topſail ſplitting, and the wind being W. S. W. they drove towards the ſhore; and the Captain at laſt, either unable to clear the land; or, as others ſay, reſolved to keep the ſea no longer,

longer, ſteered for the coaſt, with a view of diſcovering ſome ſhelter amongſt the many Iſlands which then appeared in ſight: And about four hours after the firſt view of the land, the *Pink* had the good fortune to come to an anchor, to the eaſtward of the Iſland of *Inchin*; but as they did not run ſufficiently near to the Eaſt-ſhore of that Iſland, and had not hands enough to veer away the cable briſkly, they were ſoon driven to the eaſtward, deepning their water from twenty-five fathom to thirty-five, and ſtill continuing to drive, they, the next day, the 17th of *May*, let go their ſheet-anchor. This, though it brought them up for a ſhort time, yet, on the 18th, they drove again, till they came into ſixty-five fathom water, and were now within a mile of the land, and expected to be forced on ſhore every moment, in a place where the coaſt was ſo very high and ſteep too, that there was not the leaſt proſpect of ſaving the ſhip or cargo: As their boats were very leaky, and there was no appearance of a landing-place, the whole crew, conſiſting of ſixteen men and boys, gave themſelves over for loſt, apprehending, that if any of them by ſome extraordinary chance ſhould get on ſhore, they would, in all probability, be maſſacred by the Savages on the coaſt: For theſe, knowing no other *Europeans* but *Spaniards*, it might be expected they would treat all ſtrangers with the ſame cruelty which they had ſo often and ſo ſignally exerted againſt their *Spaniſh* neighbours. Under theſe terrifying circumſtances the *Pink* drove nearer and nearer to the rocks which formed the ſhore; but at laſt,

when

when the crew expected each inſtant to ſtrike, they perceived a ſmall opening in the land, which raiſed their hopes; and immediately cutting away their two anchors, they ſteered for it, and found it to be a ſmall channel betwixt an Iſland and the Main, that led them into a moſt excellent harbour, which, for its ſecurity againſt all winds and ſwells, and the ſmoothneſs of its water, may perhaps compare with any in the known world. And this place being ſcarcely two miles diſtant from the ſpot where they deemed their deſtruction inevitable, the horrors of ſhipwreck and of immediate death, which had ſo long, and ſo ſtrongly poſſeſſed them, vaniſhed almoſt inſtantaneouſly, and gave place to the more joyous ideas of ſecurity, refreſhment and repoſe.

In this harbour, diſcovered in this almoſt miraculous manner, the *Pink* came to an anchor in twenty-five fathom water, with only a hawſer, and a ſmall anchor of about three hundred weight. Here ſhe continued for near two months, and here her people, who were many of them ill of the ſcurvy, were ſoon reſtored to perfect health by the freſh proviſions, of which they procured good ſtore, and the excellent water with which the adjacent ſhore abounded. As this place may prove of the greateſt importance to future Navigators, who may be forced upon this coaſt by the weſterly winds, which are almoſt perpetual in that part of the world, I ſhall, before I enter into any farther particulars of the adventures of the *Pink*, give the beſt account I could collect of this Port, its ſituation, conveniencies and productions.

To

To facilitate the knowledge of this place to thoſe who may hereafter be deſirous of making uſe of it, there is in the twentieth plate a plan both of the harbour itſelf, and of the large bay before it, through which the *Pink* drove. This plan is not perhaps in all reſpects ſo accurate as might be wiſhed, it being compoſed from the memorandums and rude ſketches of the maſter and ſurgeon, who were not, I preſume, the ableſt draughts-men. But as the principal parts were laid down by their eſtimated diſtances from each other, in which kind of eſtimations it is well known the greateſt part of ſailors are very dexterous, I ſuppoſe the errors are not very conſiderable. Its latitude, which is indeed a material point, is not well aſcertained, the *Pink* having no obſervation either the day before ſhe came here, or within a day of her leaving it: But it is ſuppoſed that it is not very diſtant from 45° 30′ South, and the large extent of the bay before the harbour renders this uncertainty of leſs moment. The Iſland of *Inchin* lying before the bay, is thought to be one of the Iſlands of *Chonos*, which are mentioned in the *Spaniſh* accounts, as ſpreading all along that coaſt; and are ſaid by them to be inhabited by a barbarous people, famous for their hatred of the *Spaniards*, and for their cruelties to ſuch of that Nation as have fallen into their hands: And it is poſſible too that the land, on which the harbour itſelf lies, may be another of theſe Iſlands, and that the Continent may be conſiderably farther to the eaſtward. The depths of water in the different parts of the Port, and the

channels

channels by which it communicates with the bay, are ſufficiently marked in the plan. But it muſt be remembred, that there are two coves in it where ſhips may conveniently heave down, the water being conſtantly ſmooth: And there are ſeveral fine runs of excellent freſh water, which fall into the harbour, ſome of them ſo luckily ſituated, that the caſks may be filled in the long-boat with an hoſe: The moſt remarkable of theſe is the ſtream drown in the N. E. part of the Port. This is a freſh water river, where the *Pink*'s people got ſome few mullets of an excellent flavour; and they were perſuaded that, in a proper ſeaſon (it being winter when they were there) it abounded with fiſh. The principal refreſhments they met with in this port were greens, as wild celery, nettle-tops, *&c.* (which after ſo long a continuance at ſea they devoured with great eagerneſs) ſhell-fiſh, as cockles and muſcles of an extraordinary ſize, and extremely delicious; and good ſtore of geeſe, ſhags, and penguins. The climate, though it was the depth of winter, was not remarkably rigorous; nor the trees, and the face of the country deſtitute of verdure; whence in the ſummer many other ſpecies of freſh proviſion, beſides theſe here enumerated, might doubtleſs be found there. Notwithſtanding the tales of the *Spaniſh* Hiſtorians, in relation to the violence and barbarity of the inhabitants, it doth not appear that their numbers are ſufficient to give the leaſt jealouſy to any ſhip of ordinary force, or that their diſpoſition is by any means ſo miſchievous or mercileſs as hath hitherto been repreſented.

ſented. With all theſe advantages, this place is ſo far removed from the *Spaniſh* frontier, and ſo little known to the *Spaniards* themſelves, that there is reaſon to ſuppoſe, that by proper precautions a ſhip might continue here undiſcovered a long time. It is moreover a poſt of great defence; for by poſſeſſing the Iſland that cloſes up the harbour, and which is acceſſible in very few places, a ſmall force might ſecure this Port againſt all the ſtrength the *Spaniards* could muſter in that part of the world; ſince this Iſland towards the harbour is ſteep too, and has ſix fathom water cloſe to the ſhore, ſo that the *Pink* anchored within forty yards of it: Whence it is obvious how impoſſible it would prove, either to board or to cut out any veſſel protected by a force poſted on ſhore within piſtol-ſhot, and where thoſe who were thus poſted could not themſelves be attacked. All theſe circumſtances ſeem to render this port worthy of a more accurate examination; and it is to be hoped, that the important uſes which this rude account of it ſeems to ſuggeſt, may hereafter recommend it to the conſideration of the public, and to the attention of thoſe who are more immediately entruſted with the conduct of our naval affairs.

After this deſcription of the place where the *Pink* lay for two months, it may be expected that I ſhould relate the diſcoveries made by the crew on the adjacent coaſt, and the principal incidents during their ſtay there: But here I muſt obſerve, that, being only a few in number, they did not dare to detach any of their people on diſtant

 ſearches;

ſearches; for they were perpetually terrified with the apprehenſion that they ſhould be attacked either by the *Spaniards* or the *Indians*; ſo that their excurſions were generally confined to that tract of land which ſurrounded the Port, and where they were never out of view of the ſhip. Though had they at firſt known how little foundation there was for theſe fears, yet the country in the neighbourhood was ſo grown up with wood, and traverſed with mountains, that it appeared impracticable to penetrate it: Whence no account of the inland parts could be expected from them. Indeed they were able to diſprove the relations given by *Spaniſh* writers, who have repreſented this coaſt as inhabited by a fierce and powerful people: For they were certain that no ſuch inhabitants were there to be found, at leaſt during the winter ſeaſon; ſince all the time they continued there, they ſaw no more than one *Indian* family, which came into the harbour in a periagua, about a month after the arrival of the *Pink*, and conſiſted of an *Indian* near forty years old, his wife, and two children, one three years of age, and the other ſtill at the breaſt. They ſeemed to have with them all their property, which was a dog, and a cat, a fiſhing-net, a hatchet, a knife, a cradle, ſome bark of trees intended for the covering of a hut, a reel, ſome worſted, a flint and ſteel, and a few roots of a yellow hue and a very diſagreeable taſte, which ſerved them for bread. The maſter of the *Pink*, as ſoon as he perceived them, ſent his yawl, who brought them on board; and fearing, leſt they might

might diſcover him, if they were permitted to go away, he took, as he conceived, proper precautions for ſecuring them, but without any mixture of ill uſage or violence: For in the day-time they were permitted to go where they pleaſed about the ſhip, but at night were locked up in the forecaſtle. As they were fed in the ſame manner with the reſt of the crew, and were often indulged with brandy, which they ſeemed greatly to reliſh, it did not at firſt appear that they were much diſſatisfied with their ſituation, eſpecially as the maſter took the *Indian* on ſhore when he went a ſhooting, (who always ſeemed extremely delighted when the maſter killed his game) and as all the crew treated them with great humanity: But it was ſoon perceived, that though the woman continued eaſy and chearful, yet the man grew penſive and reſtleſs at his confinement. He ſeemed to be a perſon of good natural parts, and tho' not capable of converſing with the *Pink*'s people, otherwiſe than by ſigns, was yet very curious and inquiſitive, and ſhowed great dexterity in the manner of making himſelf underſtood. In particular, ſeeing ſo few people on board ſuch a large ſhip, he let them know, that he ſuppoſed they were once more numerous: And to repreſent to them what he imagined was become of their companions, he laid himſelf down on the deck, cloſing his eyes, and ſtretching himſelf out motionleſs, to imitate the appearance of a dead body. But the ſtrongeſt proof of his ſagacity was the manner of his getting away; for, after being in cuſtody on board the *Pink* eight days, the ſcuttle

of the fore-caſtle, where he and his family were locked up every night, happened to be unnailed, and the following night being extremely dark and ſtormy, he contrived to convey his wife and children through the unnailed ſcuttle, and then over the ſhip's ſide into the yawl; and to prevent being purſued, he cut away the long-boat and his own periagua, which were towing a-ſtern, and immediately rowed aſhore. All this he conducted with ſo much diligence and ſecrecy, that though there was a watch on the quarter-deck with loaded arms, yet he was not diſcovered by them, till the noiſe of his oars in the water, after he had put off from the ſhip, gave them notice of his eſcape; and then it was too late either to prevent him, or to purſue him; for, their boats being all a driſt, it was a conſiderable time before they could contrive the means of getting on ſhore themſelves to ſearch for their boats. The *Indian* too by this effort, beſides the recovery of his liberty, was in ſome ſort revenged on thoſe who had confined him, both by the perplexity they were involved in from the loſs of their boats, and by the terror he threw them in at his departure; for on the firſt alarm of the watch, who cried out, *the Indians*, the whole ſhip was in the utmoſt confuſion, believing themſelves to be boarded by a fleet of armed periagua's.

The reſolution and ſagacity with which the *Indian* behaved upon this occaſion, had it been exerted on a more extenſive object than the retrieving the freedom of a ſingle family, might perhaps have immortalized the exploit, and have

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given him a rank amongſt the illuſtrious names of antiquity. Indeed his late maſters did ſo much juſtice to his merit, as to own that it was a moſt gallant enterprize, and that they were grieved they had ever been neceſſitated, by their attention to their own ſafety, to abridge the liberty of a perſon, of whoſe prudence and courage they had now ſuch a diſtinguiſhed proof. As it was ſuppoſed by ſome of them that he ſtill continued in the woods in the neighbourhood of the port, where it was feared he might ſuffer for want of proviſions, they eaſily prevailed upon the Maſter to leave a quantity of ſuch food, as they thought would be moſt agreeable to him, in a particular part where they imagined he would be likely to find it: And there was reaſon to conjecture, that this piece of humanity was not altogether uſeleſs to him; for, on viſiting the place ſome time after, it was found that the proviſion was gone, and in a manner that made them conclude it had fallen into his hands.

But however, though many of them were ſatisfied that this *Indian* ſtill continued near them; yet others would needs conclude, that he was gone to the Iſland of *Chiloe*, where they feared he would alarm the *Spaniards*, and would ſoon return with a force ſufficient to ſurprize the *Pink*: On this occaſion the Maſter of the *Pink* was prevailed on to omit firing the evening gun; for it muſt be remembered, (and there is a particular reaſon hereafter for attending to this circumſtance) that the Maſter, from an oſtentatious imitation of the practice of men of war, had hitherto fired

gun every evening at the ſetting of the watch. This he pretended was to awe the enemy, if there was any within hearing, and to convince them that the *Pink* was always on her guard; but it being now repreſented to him, that his great ſecurity was his concealment, and that the evening gun might poſſibly diſcover him, and ſerve to guide the enemy to him, he was prevailed on to omit it for the future: And his crew being now well refreſhed, and their wood and water ſufficiently repleniſhed, he, in a few days after the eſcape of the *Indian*, put to ſea, and had a fortunate paſſage to the rendezvous at the Iſland of *Juan Fernandes*, where he arrived on the 16th of *Auguſt*, as hath been already mentioned in the preceding chapter.

This veſſel, the *Anna Pink*, was, as I have obſerved, the laſt that joined the Commodore at *Juan Fernandes*. The remaining ſhips of the ſquadron were the *Severn*, the *Pearl*, and the *Wager* ſtore-ſhip: The *Severn* and *Pearl* parted company with the ſquadron off Cape *Noir*, and, as we afterwards learnt, put back to the *Brazils*: So that of all the ſhips which came into the *South-Seas*, the *Wager*, Captain *Cheap*, was the only one that was miſſing. This ſhip had on board a few field-pieces mounted for land-ſervice, together with ſome coehorn mortars, and ſeveral kinds of artillery ſtores, and pioneers tools, intended for the operations on ſhore: Therefore, as the enterprize on *Baldivia* had been reſolved on for the firſt undertaking of the ſquadron, Captain *Cheap* was extremely ſolicitous that theſe materials,

als, which were in his cuſtody, might be ready before *Baldivia*; that if the ſquadron ſhould poſſibly rendezvous there, (as he knew not the condition they were reduced to) no delay nor diſappointment might be imputed to him.

But whilſt the *Wager*, with theſe views, was making the beſt of her way to her firſt rendezvous off the Iſland of *Socoro*, whence (as there was little probability of meeting any of the ſquadron there) ſhe propoſed to ſteer directly for *Baldivia*, ſhe made the land on the 14th of *May*, about the latitude of 47° South; and the Captain exerting himſelf on this occaſion, in order to get clear of it, he had the misfortune to fall down the after-ladder, and diſlocated his ſhoulder, which rendered him incapable of acting. This accident, together with the crazy condition of the ſhip, which was little better than a wreck, prevented her from getting off to ſea, and entangled her more and more with the land; inſomuch that the next morning, at day-break, ſhe ſtruck on a ſunken rock, and ſoon after bilged, and grounded between two ſmall Iſlands, at about a muſquet-ſhot from the ſhore.

In this ſituation the ſhip continued entire a long time, ſo that all the crew had it in their power to get ſafe on ſhore; but a general confuſion taking place, numbers of them, inſtead of conſulting their ſafety, or reflecting on their calamitous condition, fell to pillaging the ſhip, arming themſelves with the firſt weapons that came to hand, and threatning to murder all who ſhould oppoſe them. This frenzy was greatly heightned by

the liquors they found on board, with which they got ſo extremely drunk, that ſome of them falling down between decks, were drowned, as the water flowed into the wreck, being incapable of raiſing themſelves up and retreating from it. The Captain therefore having done his utmoſt to get the whole crew on ſhore, was at laſt obliged to leave the mutineers behind him, and to follow his officers, and ſuch as he had been able to prevail on; but he did not fail to ſend back the boats, to perſuade thoſe who remained, to have ſome regard to their preſervation; though all his efforts were for ſome time without ſucceſs. However, the weather next day proving ſtormy, and there being great danger of the ſhip's parting, they began to be alarmed with the fears of periſhing, and were deſirous of getting to land; but it ſeems their madneſs had not yet left them, for the boat not appearing to fetch them off ſo ſoon as they expected, they at laſt pointed a four-pounder, which was on the quarter-deck, againſt the hut, where they knew the Captain reſided on ſhore, and fired two ſhot, which paſſed but juſt over it.

From this ſpecimen of the behaviour of part of the crew, it will not be difficult to frame ſome conjecture of the diſorder and anarchy which took place, when they at laſt got all on ſhore. For the men conceived, that by the loſs of the ſhip, the authority of the officers was at an end; and, they being now on a deſolate coaſt, where ſcarcely any other proviſions could be got, except what ſhould be ſaved out of the wreck, this was another unſurmountable ſource of diſcord: Since

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the working upon the wreck, and the ſecuring the proviſions, ſo that they might be preſerved for future exigencies as much as poſſible, and the taking care that what was neceſſary for their preſent ſubſiſtance might be ſparingly and equally diſtributed, were matters not to be brought about but by diſcipline and ſubordination: And the mutinous diſpoſition of the people, ſtimulated by the impulſes of immediate hunger, rendered every regulation made for this purpoſe ineffectual: So that there were continual concealments, frauds and thefts, which animated each man againſt his fellow, and produced infinite feuds and conteſts. And hence there was a perverſe and malevolent diſpoſition conſtantly kept up amongſt them, which rendered them utterly ungovernable.

Beſides theſe heart-burnings occaſioned by petulance and hunger, there was another important point, which ſet the greateſt part of the people at variance with the Captain. This was there differing with him in opinion, on the meaſures to be purſued in the preſent exigency: For the Captain was determined, if poſſible, to fit up the boats in the beſt manner he could, and to proceed with them to the northward. Since having with him above an hundred men in health, and having gotten ſome fire-arms and ammunition from the wreck, he did not doubt but they could maſter any *Spaniſh* veſſel they ſhould encounter with in thoſe ſeas: And he thought he could not fail of meeting with one in the neighbourhood of *Chiloe* or *Baldivia*, in which, when he had taken her, he intended to proceed to the rendez-

vous

rous at *Juan Fernandes*; and he farther inſiſted, that ſhould they light on no prize by the way, yet the boats alone would eaſily carry them thither. But this was a ſcheme that, however prudent, was no ways reliſhed by the generality of his people; for, being quite jaded with the diſtreſſes and dangers they had already run through, they could not think of proſecuting an enterprize farther, which had hitherto proved ſo diſaſtrous. The common reſolution therefore was to lengthen the long-boat, and with that and the reſt of the boats to ſteer to the ſouthward, to paſs through the Streights of *Magellan*, and to range along the Eaſt ſide of *South America*, till they ſhould arrive at *Brazil*, where they doubted not to be well received, and to procure a paſſage to *Great-Britain*. This project was at firſt ſight infinitely more hazardous and tedious than what was propoſed by the Captain; but as it had the air of returning home, and flattered them with the hopes of bringing them once more to their native country, that circumſtance alone rendered them inattentive to all its inconveniencies, and made them adhere to it with inſurmountable obſtinacy; ſo that the Captain himſelf, though he never changed his opinion, was yet obliged to give way to the torrent, and in appearance to acquieſce in this reſolution, whilſt he endeavoured under-hand to give it all the obſtruction he could; particularly in the lengthning of the long-boat, which he contrived ſhould be of ſuch a ſize, that though it might ſerve to carry them to *Juan Fernandes*,

would

would yet, he hoped, appear incapable of ſo long a navigation, as that to the coaſt of *Brazil*.

But the Captain, by his ſteady oppoſition at firſt to this favourite project, had much embittered the people againſt him; to which likewiſe the following unhappy accident greatly contributed. There was a Midſhipman whoſe Name was *Cozens*, who had appeared the foremoſt in all the refractory proceedings of the crew. He had involved himſelf in brawls with moſt of the officers who had adhered to the Captain's authority, and had even treated the Captain himſelf with great abuſe and inſolence. As his turbulence and brutality grew every day more and more intolerable, it was not in the leaſt doubted, but there were ſome violent meaſures in agitation, in which *Cozens* was engaged as the ringleader: For which reaſon the Captain, and thoſe about him, conſtantly kept themſelves on their guard. One day the Purſer, having, by the Captain's order, ſtopped the allowance of a fellow who would not work, *Cozens*, though the man did not complain to him, intermeddled in the affair with great bitterneſs; and groſsly inſulted the Purſer, who was then delivering out proviſions juſt by the Captain's tent, and was himſelf ſufficiently violent: The Purſer, enraged by his ſcurrility, and perhaps piqued by former quarrels, cried out A MUTINY, adding, THE DOG HAS PISTOLS, and then himſelf fired a piſtol at *Cozens*, which however miſt him: But the Captain, on this outcry and the report of the piſtol, ruſhed out of his tent; and, not doubting but it had been fired by *Cozens* as the commencement of

a mutiny, he immediately ſhot him in the head without farther deliberation, and though he did not kill him on the ſpot, yet the wound proved mortal, and he died about fourteen days after.

However this incident, though ſufficiently diſpleaſing, did yet, for a conſiderable time, awe them to their duty, and rendered them more ſubmiſſive to the Captain's authority; but at laſt, when towards the middle of *October* the long-boat was nearly compleated, and they were preparing to put to ſea, the additional provocation he gave them by covertly traverſing their project of proceeding through the Streights of *Magellan*, and their fears that he might at length engage a party ſufficient to overturn this favourite meaſure, made them reſolve to make uſe of the death of *Cozens* as a reaſon for depriving him of his command, under pretence of carrying him a priſoner to *England*, to be tried for murder; and he was accordingly confined under a guard. But they never intended to carry him with them, as they too well knew what they had to apprehend on their return to *England*, if their Commander ſhould be preſent to confront them: And therefore, when they were juſt ready to put to ſea, they ſet him at liberty, leaving him and the few who choſe to take their fortunes with him, no other embarkation but the yawl, to which the barge was afterwards added, by the people on board her being prevailed on to return back.

When the ſhip was wreckt, there were alive on board the *Wager* near an hundred and thirty perſons; of theſe above thirty died during their ſtay upon

upon the place, and near eighty went off in the long-boat and the Cutter to the ſouthward: So that there remained with the Captain, after their departure, no more than nineteen perſons, which however were as many as the barge and the yawl, the only embarkations left them, could well carry off. It was the 13th of *October*, five months after the ſhipwreck, that the long-boat, converted into a ſchooner, weighed, and ſtood to the ſouthward, giving the Captain, who, with Lieutenant *Hamilton* of the land-forces, and the ſurgeon were then on the beach, three cheers at their departure: And on the 29th of *January* following they arrived at *Rio Grande*, on the coaſt of *Brazil*: But having, by various accidents, left about twenty of their people on ſhore at the different places they touched at, and a greater number having periſhed by hunger during the courſe of their navigation, there were no more than thirty of them remaining, when they arrived in that Port. Indeed, the undertaking of itſelf was a moſt extraordinary one; for (not to mention the length of the run) the veſſel was ſcarcely able to contain the number that firſt put to ſea in her; and their ſtock of proviſions (being only what they had ſaved out of the ſhip) was extremely ſlender: They had this additional misfortune beſides, that the Cutter, the only boat they had with them, ſoon broke away from the ſtern, and was ſtaved to pieces; ſo that when their proviſion and their water failed them, they had frequently no means of getting on ſhore to ſearch for a freſh ſupply.

After

After the long-boat and Cutter were gone, the Captain, and thoſe who were left with him, propoſed to paſs to the northward in the barge and yawl: But the weather was ſo bad, and the difficulty of ſubſiſting ſo great, that it was two months from the departure of the long-boat before he was able to put to ſea. It ſeems, the place, where the *Wager* was caſt away, was not a part of the Continent, as was firſt imagined, but an Iſland at ſome diſtance from the Main, which afforded no other ſorts of proviſion but ſhelfiſh and a few herbs; and as the greateſt part of what they had gotten from the ſhip was carried off in the long-boat, the Captain and his people were often in extreme want of food, eſpecially as they choſe to preſerve, what little ſea-proviſions remained, for their ſtore when they ſhould go to the northward. During their reſidence at this Iſland, which was by the ſeamen denominated *Wager's Iſland*, they had now and then a ſtraggling canoe or two of *Indians*, which came and bartered their fiſh and other proviſions with our people. This was ſome little relief to their neceſſities, and at another ſeaſon might perhaps have been greater; for as there were ſeveral *Indian* huts on the ſhore, it was ſuppoſed that in ſome years, during the height of ſummer, many of theſe ſavages might reſort thither to fiſh: Indeed from what has been related in the account of the *Anna Pink*, it ſhould ſeem to be the general practice of thoſe *Indians* to frequent this coaſt in the ſummer time for the benefit of fiſhing, and to retire in the winter into a better climate, more to the northward.

On

On this mention of the *Anna Pink*, I cannot but obſerve, how much it is to be lamented, that the *Wager*'s people had no knowledge of her being ſo near them on the coaſt; for as ſhe was not above thirty leagues diſtant from them, and came into their neighbourhood about the ſame time the *Wager* was loſt, and was a fine roomy ſhip, ſhe could eaſily have taken them all on board, and have carried them to *Juan Fernandes*. Indeed, I ſuſpect ſhe was ſtill nearer to them than what is here eſtimated; for ſeveral of the *Wager*'s people, at different times, heard the report of a cannon, which I conceive could be no other than the evening gun fired from the *Anna Pink*, eſpecially as what was heard at *Wager's Iſland* was about the ſame time of the day. But to return to Captain *Cheap*.

Upon the 14th of *December*, the Captain and his people embarked in the barge and the yawl, in order to proceed to the northward, taking on board with them all the proviſions they could amaſs from the wreck of the ſhip; but they had ſcarcely been an hour at ſea, when the wind began to blow hard, and the ſea ran ſo high, that they were obliged to throw the greateſt part of their proviſions over-board, to avoid immediate deſtruction. This was a terrible misfortune, in a part of the world where food is ſo difficult to be got: However, they perſiſted in their deſign, putting on ſhore as often as they could to ſeek ſubſiſtance. But about a fortnight after, another dreadful accident befel them, for the yawl ſunk at an anchor, and one of the men in her was drowned;

drowned; and as the barge was incapable of carrying the whole company, they were now reduced to the hard neceſſity of leaving four marines behind them on that deſolate ſhore. Notwithſtanding theſe diſaſters they ſtill kept on their courſe to the northward; though greatly delayed by the perverſeneſs of the winds, and the frequent interruptions which their ſearch after food occaſioned, and conſtantly ſtruggling with a ſeries of the moſt miniſter events: Till at laſt, about the end of *January*, having made three unſucceſsful attempts to double a head-land, which they ſuppoſed to be what the *Spaniards* called Cape *Tres Montes*, it was unanimouſly reſolved, finding the difficulties inſurmountable, to give over this expedition, and to return again to *Wager Iſland*, where they got back about the middle of *February*, quite diſheartned and dejected with their reiterated diſappointments, and almoſt periſhing with hunger and fatigue.

However, on their return they had the good luck to meet with ſeveral pieces of beef, which had been waſhed out of the wreck and were ſwimming in the ſea. This was a moſt ſeaſonable relief to them after the hardſhips they had endured: And to compleat their good fortune, there came, in a ſhort time, two canoes of *Indians*, amongſt which was a native of *Chiloe*, who ſpoke a little *Spaniſh*; and the ſurgeon, who was with Captain *Cheap*, underſtanding that language, he made a bargain with the *Indian*, that if he would carry the Captain and his people to *Chiloe* in the barge, he ſhould have her, and all that belonged to her for his pains. Accordingly, on the 6th of *March*, the

e eleven perſons to which the company was now duced, embarked in the barge on this new expe- ion; but after having proceeded for a few days, e Captain and four of his principal officers be- on ſhore, the ſix, who together with an *Indian* nained in the barge, put off with her to ſea, l did not return again.

By this means there were left on ſhore Captain *eap*, Mr. *Hamilton*, Lieutenant of marines, the onourable Mr. *Byron* and Mr. *Campbel*, Mid- pmen, and Mr. *Elliot* the ſurgeon. One uld have thought that their diſtreſſes had long ore this time been incapable of augmentation; they found, on reflection, that their preſent ation was much more diſmaying than any thing y had yet gone through, being left on a deſo- coaſt without any proviſion, or the means of curing any; for their arms, ammunition, and ry conveniency they were maſters of, except tattered habits they had on, were all carried ay in the barge.

But when they had ſufficiently revolved in their n minds the various circumſtances of this un- pected calamity, and were perſuaded that they l no relief to hope for; they perceived a canoe a diſtance, which proved to be that of the *In- n*, who had undertaken to carry them to *Chiloe*, and his family being then on board it. He de no difficulty of coming to them; for it ms he had left Captain *Cheap* and his people a le before to go a fiſhing, and had in the mean e committed them to the care of the other *dian*, whom the ſailors had carried to ſea in the

barge. When he came on ſhore, and found the barge gone and his companion miſſing, he was extremely concerned, and could with difficulty be perſuaded that the other *Indian* was not murthered; yet being at laſt ſatisfied with the account that was given him, he ſtill undertook to carry them to the *Spaniſh* ſettlements, and (as the *Indians* are well ſkilled in fiſhing and fowling) to procure them proviſions by the way.

About the middle of *March*, Captain *Cheap* and the four who were left with him ſet out for *Chiloe*, the *Indian* having provided a number of canoes, and gotten many of his neighbours together for that purpoſe. Soon after they embarked, Mr. *Elliot* the ſurgeon died, ſo that there now remained only four of the whole company. At laſt, after a very complicated paſſage by land and water, Capt. *Cheap*, Mr. *Bryon*, and Mr. *Campbel*, arrived in the beginning of *June* at the Iſland of *Chiloe*, where they were received by the *Spaniards* with great humanity; but, on account of ſome quarrel among the *Indians*, Mr. *Hamilton* did not get thither till two months later. Thus, was it above a twelvemonth from the loſs of the *Wager* before this fatiguing peregrination ended: And not till by a variety of misfortunes the company was diminiſhed from twenty to no more than four, and thoſe too brought ſo low, that, had their diſtreſſes continued but a few days longer, in all probability none of them would have ſurvived. For the Captain himſelf was with difficulty recovered, and the reſt were ſo reduced by the ſeverity of the weather, their labour, and their want of food, and

f all kinds of neceſſaries, that it was wonderful ow they ſupported themſelves ſo long. After me ſtay at *Chiloe*, the Captain and the three who ere with him were ſent to *Valparaiſo*, and thence St. *Jago*, the Capital of *Chili*, where they con- nued above a year: But on the advice of a cartel eing ſettled betwixt *Great-Britain* and *Spain*, apt. *Cheap*, Mr. *Bryon*, and Mr. *Hamilton*, were ermitted to return to *Europe* on board a *French* ip. The other Midſhipman, Mr. *Campbel*, aving changed his religion, whilſt at St. *Jago*, oſe to go back to *Buenos Ayres* with *Pizarro* and s officers, with whom he went afterwards to *ain* on board the *Aſia*; but having there failed his endeavours to procure a commiſſion from e Court of *Spain*, he returned to *England*, and tempted to get reinſtated in the *Britiſh* Navy. e has ſince publiſhed a narration of his adven- res, in which he complains of the injuſtice that d been done him, and ſtrongly diſavows his ever eing in the *Spaniſh* ſervice: But as the change of is religion, and his offering himſelf to the Court f *Spain*, (though he was not accepted) are mat- ers which, he is conſcious, are capable of being contеſtably proved; on theſe two heads, he has een entirely ſilent. And now, after this account f the accidents which befel the *Anna Pink*, and he cataſtrophe of the *Wager*, I ſhall again reſume he thread of our own ſtory.

CHAP. IV.

Concluſion of our proceedings at *Juan Fernandes*, from the arrival of the *Anna Pink*, to our final departure from thence.

ABOUT a week after the arrival of our Victualler, the *Tryal* Sloop, that had been ſent to the Iſland of *Maſa-Fuero*, returned to an anchor at *Juan Fernandes*, having been round that Iſland, without meeting any part of our ſquadron. As, upon this occaſion, the Iſland of *Maſa-Fuero* was more particularly examined, than I dare ſay it had ever been before, or perhaps ever will be again; and as the knowledge of it may, in certain circumſtances, be of great conſequence hereafter, I think it incumbent on me to inſert the accounts given of this place, by the officers of the *Tryal* Sloop.

The *Spaniards* have generally mentioned two Iſlands, under the name of *Juan Fernandes*, ſtiling them the greater and the leſs: The greater being that Iſland where we anchored, and the leſs being the Iſland we are now deſcribing, which, becauſe it is more diſtant from the Continent, they have diſtinguiſhed by the name of *Maſa-Fuero*. The *Tryal* Sloop found that it bore from the greater *Juan Fernandes* W. by S. and was about twenty-two leagues diſtant. It is a much larger and better ſpot than has been generally reported; for former

former writers have repreſented it as a ſmall barren rock, deſtitute of wood and water, and altogether inacceſſible; whereas our people found it was covered with trees, and that there were ſeveral fine falls of water pouring down its ſides into the ſea: They found too, that there was a place where a ſhip might come to an anchor on the North ſide of it, though indeed the anchorage is inconvenient; for the bank extends but a little way, is ſteep to, and has very deep water upon it, ſo that you muſt come to an anchor very near the ſhore, and there lie expoſed to all the winds but a ſoutherly one: And beſides the inconvenience of the anchorage, there is alſo a reef of rocks running off the eaſtern point of the Iſland, about two miles in length; though there is little danger to be feared from them, becauſe they are always to be ſeen by the ſeas breaking over them. This place has at preſent one advantage beyond the Iſland of *Juan Fernandes*; for it abounds with goats, who, not being accuſtomed to be diſturbed, were no ways ſhy or apprehenſive of danger, till they had been frequently fired at. Theſe animals reſide here in great tranquillity, the *Spaniards* having not thought the Iſland conſiderable enough to be frequented by their enemies, and have not therefore been ſolicitous to deſtroy the proviſions upon it; ſo that no dogs have been hitherto ſet on ſhore there. Beſides the goats, our people found there vaſt numbers of ſeals and ſea-lions: And upon the whole, they ſeemed to imagine, that though it was not the moſt eligible place for a ſhip to refreſh at; yet, in caſe of neceſſity, it might afford

ſome ſort of ſhelter, and prove of conſiderable uſe, eſpecially to a ſingle ſhip, who might apprehend meeting with a ſuperior force at *Fernandes*. The appearance of its N. E. ſide, and alſo of its Weſt ſide, may be ſeen in the 21ſt and 22d plates. This may ſuffice in relation to the Iſland of *Maſa-Fuero*.

The latter part of the month of *Auguſt* was ſpent in unloading the proviſions from the *Anna Pink*; when we had the mortifications to find that great quantities of our proviſions, as bread, rice, groats, *&c.* were decayed, and unfit for uſe. This was owing to the water the *Pink* had made by her working and ſtraining in bad weather; for hereby ſeveral of her caſks had rotted, and her bags were ſoaked through. And now, as we had no further occaſion for her ſervice, the Commodore, purſuant to his orders from the board of Admiralty, ſent notice to Mr. *Gerard*, her Maſter, that he diſcharged the *Anna Pink* from attending the ſquadron; and gave him, at the ſame time, a certificate ſpecifying how long ſhe had been employed. In conſequence of this diſmiſſion, her Maſter was at liberty, either to return directly to *England*, or to make the beſt of his way to any Port, where he thought he could take in ſuch a cargoe, as would anſwer the intereſt of his Owners. But the Maſter, being ſenſible of the bad condition of the ſhip, and of her unfitneſs for any ſuch voyage, wrote the next day an anſwer to the Commodore's meſſage, acquainting Mr. *Anſon*, that from the great quantity of water the *Pink* had made in her paſſage round Cape *Horn*, and ſince that, in the tem-

empeſtuous weather ſhe had met with on the coaſt of *Chili*, he had reaſon to apprehend that her bottom was very much decayed: He added, that her upper works were rotten abaft; that ſhe was extremely leaky; that her fore-beam was broke; and that, in his opinion, it was impoſſible to proceed to ſea with her before ſhe had been thoroughly refitted: And he therefore requeſted the Commodore, that the Carpenters of the ſquadron might be directed to ſurvey her, that their judgment of her condition might be known. In compliance with this deſire, Mr. *Anſon* immediately ordered the Carpenters to take a careful and ſtrict ſurvey of the *Anna Pink*, and to give him a faithful report under their hands of the condition in which they found her, directing them at the ſame time to proceed herein with ſuch circumſpection, that, if they ſhould be hereafter called upon, they might be able to make oath of the veracity of their proceedings. Purſuant to theſe orders, the Carpenters immediately ſet about the examination, and the next day made their report; which was, that the *Pink* had no leſs than fourteen knees and twelve beams broken and decayed; that one breaſt-hook was broken, and another rotten; that her water-ways were open and decayed; that two ſtandards and ſeveral clamps were broken, beſides others which were rotten; that all her iron-work was greatly decayed; that her ſpirkiting and timbers were very rotten; and that, having ripped off part of her ſheathing, they found her wales and outſide planks extremely defective, and her bows and decks very leaky; and in conſequence

of these defects and decays they certified, that in their opinion she could not depart from the Island without great hazard, unless she was first of all thoroughly refitted.

The thorough refitting of the *Anna Pink*, proposed by the Carpenters was, in our present situation, impossible to be complied with, as all the plank and iron in the squadron was insufficient for that purpose. And now the Master finding his own sentiments confirmed by the opinion of all the Carpenters, he offer'd a petition to the Commodore in behalf of his Owners, desiring that, since it appeared he was incapable of leaving the Island, Mr. *Anson* would please to purchase the hull and furniture of the *Pink* for the use of the squadron. Hereupon the Commodore ordered an inventory to be taken of every particular belonging to the *Pink*, with its just value: And as by this inventory it appeared, that there were many stores which would be useful in refitting the other ships, and which were at present very scarce in the squadron, by reason of the great quantities that had been already expended, he agreed with Mr. *Gerard* to purchase the whole together for 300 *l.* The *Pink* being thus broken up, Mr *Gerard*, with the hands belonging to the *Pink*, were sent on board the *Gloucester*; as that ship had buried the greatest number of men, in proportion to her complement. But afterwards, one or two of them were received on board the *Centurion*, on their own petition, they being extremely averse to sailing in the same ship with their old Master, on account of some

particular.

particular ill uſage they conceived they had ſuffered from him.

This tranſaction brought us down to the beginning of *September*, and our people by this time were ſo far recovered of the ſcurvy, that there was little danger of burying any more at preſent; and therefore I ſhall now ſum up the total of our loſs ſince our departure from *England*, the better to convey ſome idea of our paſt ſufferings, and of our preſent ſtrength. We had buried on board the *Centurion*, ſince our leaving St. *Helens*, two hundred and ninety-two, and had now remaining on board two hundred and fourteen. This will doubtleſs appear a moſt extraordinary mortality: But yet on board the *Glouceſter* it had been much greater; for out of a much ſmaller crew than ours they had loſt the ſame number, and had only eighty-two remaining alive. It might be expected that on board the *Tryal*, the ſlaughter would have been the moſt terrible, as her decks were almoſt conſtantly knee-deep in water; but it happened otherwiſe, for ſhe eſcaped more favourably than the reſt, ſince ſhe only buried forty-two, and had now thirty-nine remaining alive. The havock of this diſeaſe had fallen ſtill ſeverer on the invalids and marines than on the ſailors; for on board the *Centurion*, out of fifty invalids and ſeventy-nine marines, there remained only four invalids, including officers, and eleven marines: And on board the *Glouceſter* every invalid periſhed; and out of forty-eight marines, only two eſcaped. From this account it appears, that the three ſhips together departed

from

from *England* with nine hundred and ſixty one men on board, of whom ſix hundred and twenty-ſix were dead before this time; ſo that the whole of our remaining crews, which were now to be diſtributed amongſt three ſhips, amounted to no more than three hundred and thirty-five men and boys; a number, greatly inſufficient for the manning the *Centurion* alone, and barely capable of navigating all the three, with the utmoſt exertion of their ſtrength and vigour. This prodigious reduction of our men was ſtill the more terrifying, as we were hitherto uncertain of the fate of *Pizarro*'s ſquadron, and had reaſon to ſuppoſe, that ſome part of it at leaſt had got round into theſe ſeas: Indeed, we were ſatisfied from our own experience, that they muſt have ſuffered greatly in their paſſage; but then every port in the *South Seas* was open to them, and the whole power of *Chili* and *Peru* would doubtleſs be united in refreſhing and refitting them, and recruiting the numbers they had loſt. Beſides, we had ſome obſcure knowledge of a force to be ſent out from *Callao*; and, however contemptible the ſhips and ſailors of this part of the world may have been generally eſteemed, it was ſcarcely poſſible for any thing, bearing the name of a ſhip of force, to be feebler or leſs conſiderable than ourſelves. And had there been nothing to be apprehended from the naval power of the *Spaniards* in this part of the world, yet our enfeebled condition would nevertheleſs give us the greateſt uneaſineſs, as we were incapable of attempting any of their conſiderable places; for the

the riſquing of twenty men, weak as we then were, was riſquing the ſafety of the whole: So that we conceived we ſhould be neceſſitated to content ourſelves with what few prizes we could pick up at ſea, before we were diſcovered; after which, we ſhould in all probability be obliged to depart with precipitation, and eſteem ourſelves fortunate to regain our native country, leaving our enemies to triumph on the inconſiderable miſchief they had received from a ſquadron, whoſe equipment had filled them with ſuch dreadful apprehenſions. This was a ſubject, on which we had reaſon to imagine the *Spaniſh* oſtentation would remarkably exert itſelf; tho' the cauſes of our diſappointment and their ſecurity were neither to be ſought for in their valour nor our miſconduct.

Such were the deſponding reflections which at that time aroſe on the review and compariſon of our remaining ſtrength with our original numbers: Indeed our fears were far from being groundleſs, or diſproportioned to our feeble and almoſt deſperate ſituation: For though the final event proved more honourable than we had foreboded; yet the intermediate calamities did likewiſe greatly ſurpaſs our moſt gloomy apprehenſions, and could they have been predicted to us at this Iſland of *Juan Fernandes*, they would doubtleſs have appeared inſurmountable. But to return to our narration.

In the beginning of *September*, as has been already mentioned, our men were tolerably well recovered; and now, the ſeaſon for navigation

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in this climate drawing near, we exerted ourſelves in getting our ſhips in readineſs for the ſea. We converted the fore-maſt of the Victualler into a main-maſt for the *Tryal* Sloop; and ſtill flattering ourſelves with the poſſibility of the arrival of ſome other ſhips of our ſquadron, we intended to leave the main-maſt of the Victualler, to make a mizen-maſt for the *Wager*. Thus all hands being employed in forwarding our departure, we, on the 8th, about eleven in the morning, eſpied a ſail to the N. E., which continued to approach us, till her courſes appeared even with the horizon. Whilſt ſhe advanced we had great hopes ſhe might prove one of our own ſquadron; but as at length ſhe ſteered away to the eaſtward, without haling in for the Iſland, we thence concluded ſhe muſt be a *Spaniard*. And now great diſputes were ſet on foot about the poſſibility of her having diſcovered our tents on ſhore, ſome of us ſtrongly inſiſting, that ſhe had doubtleſs been near enough to have perceived ſomething that had given her a jealouſy of an enemy, which had occaſioned her ſtanding to the eaſtward without haling in. However, leaving theſe conteſts to be ſettled afterwards, it was reſolved to purſue her, and, the *Centurion* being in the greateſt forwardneſs, we immediately got all our hands on board, ſet up our rigging, bent our ſails, and by five in the afternoon got under ſail. We had at this time very little wind, ſo that all the boats were employed to tow us out of the bay; and even what wind there was, laſted only long enough to give us an offing of two or three leagues,

agues, when it flatted to a calm. The night coming on, we loſt ſight of the chace, and were extremely impatient for the return of day-light, in hopes to find that ſhe had been becalmed as well as we; though I muſt confeſs that her great- er diſtance from the land was a reaſonable ground for ſuſpecting the contrary; as we indeed found in the morning, to our great mortification; for though the weather continued perfectly clear, we had no ſight of the ſhip from the maſt-head. But as we were now ſatisfied that it was an ene- my, and the firſt we had ſeen in theſe ſeas, we reſolved not to give over the ſearch lightly; and, a ſmall breeze ſpringing up from the W. N. W, we got up our top-gallant maſts and yards, ſet all the ſails, and ſteered to the S. E, in hopes of retrieving our chace, which we imagined to be bound to *Valparaiſo*. We continued on this courſe all that day and the next, and then, not getting ſight of our chace, we gave over the purſuit, conceiving that by that time ſhe muſt, in all pro- bability, have reached her port. Being therefore determined to return to *Juan Fernandez*, we haled up to the S. W. with that view, having but very little wind till the 12th, when, at three in the morning, there ſprung up a freſh gale from the W. S. W, which obliged us to tack and ſtand to the N. W: At day-break we were agreeably ſurprized with the ſight of a ſail on our weather- bow, between four and five leagues diſtant. We immediately crouded all the ſail we could, and ſtood after her, and ſoon perceived it not to be the ſame ſhip we originally gave chaſe to. She

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at firſt bore down upon us, ſhowing *Spaniſh* colours, and making a ſignal as to her conſort; but obſerving that we did not anſwer her ſignal, ſhe inſtantly looſed cloſe to the wind, and ſtood to the ſouthward. Our people were now all in ſpirits, and put the ſhip about with great briſkneſs; and as the chace appeared to be a large ſhip, and had taken us for her conſort, we conceived that ſhe was a man of war, and probably one of *Pizarro*'s ſquadron: This induced the Commodore to order all the officers cabins to be knocked down and thrown over-board, with ſeveral caſks of water and proviſions which ſtood between the guns; ſo that we had ſoon a clear ſhip, ready for an engagement. About nine o'clock we had thick hazy weather and a ſhower of rain, during which we loſt ſight of the chace; and we were apprehenſive, if this dark weather ſhould continue, that by going upon the other tack, or by ſome other artifice, ſhe might eſcape us; but it clearing up in leſs than an hour, we found that we had both weathered and fore-reached upon her conſiderably, and were then near enough to diſcover that ſhe was only a Merchantman, without ſo much as a ſingle tire of guns. About half an hour after twelve, being got within a reaſonable diſtance of her, we fired four ſhot amongſt her rigging; on which, they lowered their top-ſails, and bore down to us, but in very great confuſion, their top-gallant ſails and ſtay-ſails all fluttering in the wind: This was owing to their having let run their ſheets and halyards juſt as we fired at them; after which, not a man amongſt them had

had courage enough to venture aloft (for there the ſhot had paſſed but juſt before) to take them in. As ſoon as the veſſel came within hale of us, the Commodore ordered them to bring to under his lee-quarter, and then hoiſted out the boat, and ſent Mr. *Saumarez*, his firſt Lieutenant, to take poſſeſſion of the prize, with directions to ſend all the priſoners on board the *Centurion*, but firſt the officers and paſſengers. When Mr. *Saumarez* came on board them, they received him at the ſide with the ſtrongeſt tokens of the moſt abject ſubmiſſion; for they were all of them (eſpecially the paſſengers, who were twenty-five in number) extremely terrified, and under the greateſt apprehenſions of meeting with very ſevere and cruel uſage; but the Lieutenant endeavoured, with great courteſy, to diſſipate their fright, aſſuring them, that their fears were altogether groundleſs, and that they would find a generous enemy in the Commodore, who was not leſs remarkable for his lenity and humanity, than for his reſolution and courage. The priſoners, who were firſt ſent on board the *Centurion*, informed us, that our prize was called *Nueſtra Senora del Monte Carmelo*, and was commanded by Don *Manuel Zamorra*. Her cargoe conſiſted chiefly of ſugar, and great quantities of blue cloth made in the province of *Quito*, ſomewhat reſembling our *Engliſh* coarſe broad-cloths, but inferiour to them. They had beſides ſeveral bales of a coarſer ſort of cloth, of different colours, ſomewhat like *Colcheſter* bays, called by them *Pannia da Tierra*, with a few bales of cotton, and ſome tobacco; which,

which, though ſtrong, was not ill flavoured. Theſe were the principal goods on board her; but we found beſides, what was to us much more valuable than the reſt of the cargoe: This was ſome trunks of wrought plate, and twenty-three ſerons of dollars, each weighing upwards of 200*l.* averdupois. The ſhip's burthen was about four hundred and fifty tons; ſhe had fifty-three ſailors on board, both whites and blacks; ſhe came from *Callao*, and had been twenty-ſeven days at ſea, before ſhe fell into our hands. She was bound to the port of *Valparaiſo* in the kingdom of *Chili*, and propoſed to have returned from thence loaded with corn and *Chili* wine, ſome gold, dried beef, and ſmall cordage, which at *Callao* they convert into larger rope. Our prize had been built upwards of thirty years; yet, as they lie in harbour all the winter months, and the climate is favourable, they eſteemed it no very great age. Her rigging was very indifferent, as were likewiſe her ſails, which were made of Cotton. She had only three four pounders, which were altogether unſerviceable, their carriages being ſcarcely able to ſupport them: And there were no ſmall arms on board, except a few piſtols belonging to the paſſengers. The priſoners informed us, that they left *Callao* in company with two other ſhips, whom they had parted with ſome days before, and that at firſt they conceived us to be one of their company; and by the deſcription we gave them of the ſhip we had chaſed from *Juan Fernandes*, they aſſured us, ſhe was of their number, but that her coming in ſight of that Iſland

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was directly repugnant to the Merchant's in-
structions, who had expreſly forbid it, as know-
ing that if any *Engliſh* ſquadron was in thoſe ſeas,
the Iſland of *Fernandes* was moſt probably the
place of their rendezvous.

After this ſhort account of the ſhip and her
cargoe, it is neceſſary that I ſhould relate the im-
portant intelligence which we met with on board
her, partly from the information of the priſoners,
and partly from the letters and papers which fell
into our hands. We here firſt learnt with cer-
tainty the force and deſtination of that ſquadron,
which cruized off the *Maderas* at our arrival there,
and afterwards chaſed the *Pearl* in our paſſage to
Port St. *Julian*. This we now knew was a ſqua-
dron compoſed of five large *Spaniſh* ſhips, com-
manded by Admiral *Pizarro*, and purpoſely fit-
ted out to traverſe our deſigns, as hath been al-
ready more amply related in the 3d chapter of
the 1ſt book. We had, at the ſame time too,
the ſatisfaction to find, that *Pizarro*, after his ut-
moſt endeavours to gain his paſſage into theſe
ſeas, had been forced back again into the river of
Plate, with the loſs of two of his largeſt ſhips:
and beſides this diſappointment of *Pizarro*, which,
conſidering our great debility, was no unaccept-
able intelligence, we farther learnt, that though
an embargo had been laid upon all ſhipping in
theſe ſeas by the Viceroy of *Peru*, in the month
of *May* preceding, on a ſuppoſition that about
that time we might arrive upon the coaſt, yet it
now no longer ſubſiſted: For on the account ſent
over-land by *Pizarro* of his own diſtreſſes, part

of which they knew we muſt have encountered as we were at ſea during the ſame time, and on their having no news of us in eight months after we were known to ſet ſail from St. *Catherine's*, they were fully ſatisfied that we were either ſhip-wreck'd, or had periſhed at ſea, or at leaſt had been obliged to put back again; as it was conceived impoſſible for any ſhips to continue at ſea during ſo long an interval: And therefore, on the application of the Merchants, and the firm perſuaſion of our having miſcarried, the embargo had been lately taken off.

This laſt article made us flatter ourſelves, that as the enemy was ſtill a ſtranger to our having got round Cape *Horn*, and the navigation of theſe ſeas was reſtored, we might meet with ſome valuable captures, and might thereby indemnify ourſelves for the incapacity we were under of attempting any of their conſiderable ſettlements on ſhore. And thus much we were certain of, from the information of our priſoners, that, whatever our ſucceſs might be as to the prizes we might light on, we had nothing to fear, weak as we were, from the *Spaniſh* force in this part of the world; though we diſcovered that we had been in moſt imminent peril from the enemy, when we leaſt apprehended it, and when our other diſtreſſes were at the greateſt height: for we learnt from the letters on board, that *Pizarro*, in the expreſs he diſpatched to the Viceroy of *Peru* after his return to the river of *Plate*, had intimated to him, that it was poſſible ſome part at leaſt of the *Engliſh* ſquadron might get round

but that, as he was certain from his own experience, that if they did arrive in thoſe ſeas it muſt be in a very weak and defenceleſs condition, he adviſed the Viceroy, in order to be ſecure at all events, to ſend what ſhips of war he had, to the ſouthward, where in all probability, they would intercept us ſingly, before we had an opportunity of touching at any port for refreſhment; in which caſe, he doubted not but we ſhould prove an eaſy conqueſt. The Viceroy of *Peru* approved of this advice: And as he had already fitted out four ſhips of force from *Callao*; one of fifty guns, two of forty guns, and one of twenty-four guns, which were intended to join *Pizarro*, when he arrived on the coaſt of *Chili*: The Viceroy now ſtationed three of theſe off the Port of *Conception*, and one of them at the Iſland of *Fernandes*, where they continued cruizing for us till the 5th of *June*; and then not ſeeing any thing of us, and conceiving it to be impoſſible that we could have kept the ſeas ſo long, they quitted their cruiſe and returned to *Callao*, fully perſuaded that we had either periſhed, or at leaſt had been driven back. Now as the time of their quitting their ſtations was but a few days before our arrival at the Iſland of *Fernandes*, it is evident, that had we made that Iſland on our firſt ſearch for it, without haling in for the main to ſecure our caſting, a circumſtance, which at that time we conſidered as very unfortunate to us, on account of the numbers which we loſt by our longer continuance at ſea) had we, I ſay, made the Iſland on the 28th of *May*, when we firſt

expected to see it, and were in reality very near it, we had doubtless fallen in with some part of the *Spanish* squadron; and in the distressed condition we were then in, the meeting with a healthy well provided enemy, was an incident that could not but have been perplexing, and might perhaps have proved fatal, not only to us, but to the *Tryal*, the *Glocester*, and the *Anna Pink*, who separately joined us, and who were each of them less capable than we were of making any considerable resistance. I shall only add, that these *Spanish* ships sent out to intercept us, had been greatly shattered by a storm during their cruise; and that, after their arrival at *Callao*, they had been laid up. And our prisoners assured us, that whenever intelligence was received at *Lima*, of our being in these seas, it would be at least two months before this armament could be again fitted out.

The whole of this intelligence was as favourable, as we in our reduced circumstances could wish for. And now we were no longer at a loss as to the broken jars, ashes, and fish-bones, which we had observed at our first landing at *Juan Fernandez*, these things being doubtless the relicts of the cruisers stationed off that Port. Having thus satisfied ourselves in the material articles of our inquiry, and having gotten on board the *Centurion* most of the prisoners, and all the silver, we, at eight in the same evening, made sail to the northward, in company with our prize, and at six the next morning discovered the Island of *Fernandez*, where, the following day, both we and our prize came to an anchor.

And

And here I cannot omit one remarkable incident which occurred, when the prize and her crew came into the bay, where the reſt of the ſquadron lay. The *Spaniards* in the *Carmelo* had been ſufficiently informed of the diſtreſſes we had gone through, and were greatly ſurprized that we had ever ſurmounted them: But when they ſaw the *Tryal* Sloop at anchor, they were ſtill more aſtoniſhed, that after all our fatigues we had the induſtry (beſides refitting our other ſhips) to complete ſuch a veſſel in ſo ſhort a time, they taking it for granted that we had built her upon the ſpot. Nor was it without great difficulty they were at laſt prevailed on to believe, that ſhe came from *England* with the reſt of the ſquadron; they long inſiſting, that it was impoſſible ſuch a bawble as that could paſs round Cape *Horn*, when the beſt ſhips of *Spain* were obliged to put back.

By the time we arrived at *Juan Fernandes*, the letters found on board our prize were more minutely examined: And, it appearing from them, and from the accounts of our priſoners, that ſeveral other Merchantmen were bound from *Callao* to *Valparaiſo*, Mr. *Anſon* diſpatched the *Tryal* Sloop the very next morning, to cruize off the laſt mentioned Port, reinforcing her with ten hands from on board his own ſhip. Mr. *Anſon* likewiſe reſolved, on the intelligence recited above, to ſeparate the ſhips under his command, and employ them in diſtinct cruiſes; as he thought that by this means we ſhould not only encreaſe our chance for prizes, but that we ſhould likewiſe run a leſs riſque of alarming the coaſt, and of being diſcovered. And now the ſpirits of our people being

greatly raiſed, and their deſpondency diſſipated by this earneſt of ſucceſs, they forgot all their paſt diſtreſſes, and reſumed their wonted alacrity, and laboured indefatigably in compleating our water, receiving our lumber, and in preparing to take our farewel of the Iſland: But as theſe occupations took us up four or five days with all our induſtry, the Commodore, in that interval, directed that the guns belonging to the *Anna Pink*, being four ſix pounders, four four pounders, and two ſwivels, ſhould be mounted on board the *Carmelo*, our prize: And having ſent on board the *Glouceſter* ſix paſſengers, and twenty-three ſeamen to aſſiſt in navigating the ſhip, he directed Captain *Mitchel* to leave the Iſland as ſoon as poſſible, the ſervice demanding the utmoſt diſpatch, ordering him to proceed to the latitude of five degrees South, and there to cruiſe off the highland of *Paita*, at ſuch a diſtance from ſhore, as ſhould prevent his being diſcovered. On this ſtation he was to continue till he ſhould be joined by the Commodore, which would be whenever it ſhould be known that the Viceroy had fitted out the ſhips at *Callao*, or, on Mr. *Anſon*'s receiving any other intelligence, that ſhould make it neceſſary to unite our ſtrength. Theſe orders being delivered to the Captain of the *Glouceſter*, and all our buſineſs compleated, we, on the *Saturday* following, being the 19th of *September*, weighed our anchor, in company with our prize, and got out of the bay, taking our laſt leave of this Iſland of *Juan Fernandes*, and ſteering to the eaſtward, with an intention of joining the *Tryal* Sloop in her ſtation off *Valparaiſo*.

CHAP.

CHAP. V.

Our cruiſe from the time of our leaving *Juan Fernandes*, to the taking the town of *Paita*.

ALTHOUGH the *Centurion*, with her prize, the *Carmelo*, weighed from the bay of *Juan Fernandes* on the 19th of *September*, leaving the *Glouceſter* at anchor behind her; yet, by the irregularity and fluctuation of the winds in the offing, it was the 22d of the ſame month, in the evening, before we loſt ſight of the Iſland: After which, we continued our courſe to the eaſtward, in order to reach our ſtation, and to join the *Tryal* off *Valparaiſo*. The next night, the weather proved ſqually, and we ſplit our maintop-ſail, which we handed for the preſent, but got it repaired, and ſet it again the next morning. In the evening, a little before ſun-ſet, we ſaw two ſail to the eaſtward; on which, our prize ſtood directly from us, to avoid giving any ſuſpicion of our being cruiſers; whilſt we, in the mean time, made ourſelves ready for an engagement, and ſteered with all our canvas towards the two ſhips we had diſcovered. We ſoon perceived that one of theſe, which had the appearance of being a very ſtout ſhip, made directly for us, whilſt the other kept at a great diſtance. By ſeven o'clock we were within piſtol-ſhot of the neareſt, and had

a broadside ready to pour into her, the Gunners having their matches in their hands, and only waiting for orders to fire; but, as we knew it was now impossible for her to escape us, Mr. *Anson*, before he permitted us to fire, ordered the Master to hale the ship in *Spanish*; on which the commanding officer on board her, who proved to be Mr. *Hughs*, Lieutenant of the *Tryal*, answered us in *English*, and informed us, that she was a prize taken by the *Tryal* a few days before, and that the other sail at a distance was the *Tryal* herself disabled in her masts. We were soon after joined by the *Tryal*; and Captain *Saunders*, her Commander, came on board the *Centurion*. He acquainted the Commodore, that he had taken this ship the 18th instant; that she was a prime sailor, and had cost him thirty-six hours chace, before he could come up with her; that for some time he gained so little upon her, that he began to despair of taking her; and the *Spaniards*, though alarmed at first with seeing nothing but a cloud of sail in pursuit of them, the *Tryal*'s hull being so low in the water that no part of it appeared, yet knowing the goodness of their ship, and finding how little the *Tryal* neared them, they at length laid aside their fears, and recommending themselves to the blessed Virgin for protection, began to think themselves secure. Indeed their success was very near doing honour to their *Ave Marias*; for, altering their course in the night, and shutting up their windows to prevent any of their lights from being seen, they had some chance of escaping; but a small crevice in one of the shutters ren-

endered all their invocations ineffectual; for rough this crevice the people on board the *Tryal* perceived a light, which they chaſed, till ey arrived within gun-ſhot, and then Captain *unders* alarmed them unexpectedly with a broad-de, when they flattered themſelves they were got t of his reach: However, for ſome time after ey ſtill kept the ſame ſail abroad, and it was not bſerved that this firſt ſalute had made any im-reſſion on them; but, juſt as the *Tryal* was pre-aring to repeat her broadſide, the *Spaniards* crept om their holes, lowered their ſails, and ſub-itted without any oppoſition. She was one of e largeſt Merchantmen employed in thoſe ſeas, eing about ſix hundred tuns burthen, and was alled the *Arranzazu*. She was bound from *Callao* o *Valparaiſo*, and had much the ſame cargoe ith the *Carmelo* we had taken before, except that r ſilver amounted only to about 5000 *l.* ſterling.

But to balance this ſucceſs, we had the miſfor-une to find that the *Tryal* had ſprung her main-aſt, and that her maintop-maſt had come by the oard; and as we were all of us ſtanding to the ſtward the next morning, with a freſh gale at outh, ſhe had the additional ill-luck to ſpring er fore-maſt: So that now ſhe had not a maſt eſt, on which ſhe could carry ſail. Theſe un-appy incidents were ſtill aggravated by the im-oſſibility we were juſt then under of aſſiſting er; for the wind blew ſo hard, and raiſed ſuch hollow ſea, that we could not venture to hoiſt ut our boat, and conſequently could have no ommunication with her; ſo that we were obliged

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to lie to for the greateſt part of forty-eight hour
to attend her, as we could have no thought o
leaving her to herſelf in her preſent unhappy ſitua-
tion : It was no ſmall accumulation to theſe mi-
fortunes, that we were all the while driving to th
leeward of our ſtation, at the very time too
when, by our intelligence, we had reaſon to ex-
pect ſeveral of the enemy's ſhips would appe
upon the coaſt, who would now gain the port o
Valparaiſo without obſtruction. And I am verily
perſuaded, that the embaraſment we received fro
the diſmaſting of the *Tryal*, and our abſence fro
our intended ſtation, occaſioned thereby, deprive
us of ſome very conſiderable captures.

The weather proving ſomewhat more moderat
on the 27th, we ſent our boat for the Captain o
the *Tryal*, who, when he came on board us, pro-
duced an inſtrument, ſigned by himſelf and all hi
officers, repreſenting that the Sloop, beſides being
diſmaſted, was ſo very leaky in her hull, tha
even in moderate weather it was neceſſary to p
the pumps conſtantly, and that they were the
ſcarcely ſufficient to keep her free ; ſo that in th
late gale, though they had all been engaged at th
pumps by turns, yet the water had encreaſed upo
them ; and, upon the whole, they apprehende
her to be at preſent ſo very defective, that if the
met with much bad weather, they muſt all in
evitably periſh ; and therefore they petitioned th
Commodore to take ſome meaſures for their fu
ture ſafety. But the refitting of the *Tryal*, an
the repairing of her defects, was an undertakin
that in the preſent conjuncture greatly exceede
ou

ur power; for we had no maſts to ſpare her, we ad no ſtores to complete her rigging, nor had e any port where ſhe might be hove down, and r bottom examined: Beſides, had a port and roper requiſites for this purpoſe been in our poſ-ſſion, yet it would have been extreme impru-ence, in ſo critical a conjuncture, to have loi-ed away ſo much time, as would have been ne-ſſary for theſe operations. The Commodore erefore had no choice left him, but was under a ceſſity of taking out her people, and deſtroying r: However, as he conceived it expedient to ep up the appearance of our force, he appoint-the *Tryal*'s prize (which had been often em-loyed by the Viceroy of *Peru* as a man of war) be a frigate in his Majeſty's ſervice, manning r with the *Tryal*'s crew, and giving commiſ-ons to the Captain and all the inferior officers cordingly. This new frigate, when in the *Spa-ſh* ſervice, had mounted thirty-two guns; but e was now to have only twenty, which were the elve that were on board the *Tryal*, and eight at had belonged to the *Anna Pink*. When this ffair was thus reſolved on, Mr. *Anſon* gave or-ers to Captain *Saunders* to put it in execution, recting him to take out of the Sloop the arms, ores, ammunition, and every thing that could e of any uſe to the other ſhips, and then to ſcut-e her and ſink her. After Captain *Saunders* had en her deſtroyed, he was to proceed with his ew frigate (to be called the *Tryal* Prize) and to ruiſe off the highland of *Valparaiſo*, keeping it om him N. N. W, at the diſtance of twelve or four-

fourteen leagues: For as all ſhips bound from *Valparaiſo* to the northward ſteer that courſe, Mr. *Anſon* propoſed by this means to ſtop any intelligence, that might be diſpatched to *Callao*, of two of their ſhips being miſſing, which might give them apprehenſions of the *Engliſh* ſquadron being in their neighbourhood. The *Tryal*'s Prize was to continue on this ſtation twenty-four days, and, if not joined by the Commodore at the expiration of that term, ſhe was then to proceed down the coaſt to *Piſco* or *Naſca*, where ſhe would be certain to meet with Mr. *Anſon*. The Commodore likewiſe ordered Lieutenant *Saumarez*, who commanded the *Centurion*'s prize, to keep company with Captain *Saunders*, both to aſſiſt him in unloading the Sloop, and alſo that by ſpreading in their cruiſe, there might be leſs danger of any of the enemy's ſhips ſlipping by unobſerved. Theſe orders being diſpatched, the *Centurion* parted from the other veſſels at eleven in the evening, on the 27th of *September*, directing her courſe to the ſouthward, with a view of cruiſing for ſome days to the windward of *Valparaiſo*.

And now by this diſtribution of our ſhips we flattered ourſelves, that we had taken all the advantages of the enemy that we poſſibly could with our ſmall force, ſince our diſpoſition was doubtleſs the moſt prudent that could be projected. For, as we might ſuppoſe the *Glouceſter* by this time to be drawing near the highland of *Paita*, we were enabled, by our ſeparate ſtations, to intercept all veſſels employed either between *Peru* and *Chili* to the ſouthward, or between

Panama

Panama and *Peru* to the northward: Since the principal trade from *Peru* to *Chili* being carried on to the port of *Valparaiſo*, the *Centurion* cruiſing to the windward of *Valparaiſo*, would, in all probability, meet with them, as it is the conſtant practice of thoſe ſhips to fall in with the coaſt, to the windward of that port: The *Glouceſter* would, in like manner, be in the way of the trade bound from *Panama* or to the northward, to any part of *Peru*; ſince the highland off which ſhe was ſtationed is conſtantly made by every ſhip in that voyage. And whilſt the *Centurion* and *Glouceſter* were thus ſituated for interrupting the enemy's trade, the *Tryal*'s Prize and *Centurion*'s Prize were as conveniently poſted for preventing all intelligence, by intercepting all ſhips bound from *Valparaiſo* to the northward; for it was on board theſe veſſels that it was to be feared ſome account of us might poſſibly be ſent to *Peru*.

But the moſt prudent diſpoſitions carry with them only a probability of ſucceſs, and can never aſſure its certainty: Since thoſe chances, which it was reaſonable to overlook in deliberation, are ſometimes of moſt powerful influence in execution. Thus in the preſent caſe, the diſtreſs of the *Tryal*, and our quitting our ſtation to aſſiſt her (events which no degree of prudence could either foreſee or obviate) gave an opportunity to all the ſhips bound to *Valparaiſo*, to reach that port without moleſtation, during this unlucky interval. So that though, after leaving Captain *Saunders*, we were very expeditious in regaining our ſtation, where we got the 29th at noon, yet in plying on and

and off till the 6th of *October*, we had not th
good fortune to diſcover a ſail of any ſort: An
then having loſt all hopes of meeting with bett
fortune by a longer ſtay, we made ſail to the le
ward of the port, in order to join our prize
but when we arrived off the highland where the
were directed to cruiſe, we did not find them
though we continued there four or five days. W
ſuppoſed that ſome chace had occaſioned the
leaving their ſtation, and therefore we proceede
down the coaſt to the highland of *Naſca*, which
was the ſecond rendezvous, where Captain *Saun-*
ders was directed to join us. Here we got on th
21ſt, and were in great expectation of falling in
with ſome of the enemy's veſſels, as both the ac
counts of former voyages, and the information o
our priſoners aſſured us, that all ſhips bound to
Callao conſtantly make this land, to prevent the
danger of running to the leeward of the port
But notwithſtanding the advantages of this ſtation
we ſaw no ſail till the 2d of *November*, when two
ſhips appeared in ſight together; we immediately
gave them chace, and ſoon perceived that they
were the *Tryal*'s and *Centurion*'s prizes: As they
had the wind of us, we brought to and waited
their coming up; when Captain *Saunders* came on
board us, and acquainted the Commodore, that
he had cleared the *Tryal* purſuant to his orders
and having ſcuttled her, he remained by her till
ſhe ſunk, but that it was the 4th of *October* before
this was effected; for there ran ſo large and hol-
low a ſea, that the Sloop, having neither maſts
nor ſails to ſteady her, rolled and pitched ſo vio-
lently

ently, that it was impoſſible for a boat to lay a long-ſide of her, for the greateſt part of the time: And during this attendance on the Sloop, they were all driven ſo far to the North-weſt, that they were afterwards obliged to ſtretch a long way to the weſtward to regain the ground they had loſt; which was the reaſon that we had not met with them on their ſtation as we expected. We found they had not been more fortunate in their cruiſe than we were, for they had ſeen no veſſel ſince they ſeparated from us. The little ſucceſs we all had, and our certainty, that had any ſhips been ſtirring in thoſe ſeas for ſome time paſt we muſt have met with them, made us believe, that the enemy at *Valparaiſo*, on the miſſing of the two ſhips we had taken, had ſuſpected us to be in the neighbourhood, and had conſequently laid an embargo on all the trade in the ſouthern parts. We likewiſe apprehended, that they might by this time be fitting out the men of war at *Callao*; as we knew that it was no uncommon thing for an expreſs from *Valparaiſo* to reach *Lima* in twenty-nine or thirty days, and it was now more than fifty ſince we had taken our firſt prize. Theſe apprehenſions of an embargo along the coaſt, and of the equipment of the *Spaniſh* ſquadron at *Callao*, determined the Commodore to haſten down to the leeward of *Callao*, and to join Captain *Mitchel* (who was ſtationed off *Paita*) as ſoon as poſſible, that our ſtrength being united, we might be prepared to give the ſhips from *Callao* a warm reception, if they dared to put to ſea. With this view we bore away the ſame afternoon,

taking particular care to keep at ſuch a diſtance from the ſhore, that there might be no danger of our being diſcovered from thence; for we knew that all the country ſhips were commanded, under the ſevereſt penalty, not to ſail by the port of *Callao* without ſtopping; and as this order was conſtantly complied with, we ſhould undoubtedly be known for enemies, if we were ſeen to act contrary to it. In this new navigation, not being certain whether we might not meet the *Spaniſh* ſquadron in our route, the Commodore took on board the *Centurion* part of his crew, with which he had formerly manned the *Carnatic*. And now ſtanding to the northward, we, before night came on, had a view of the ſmall iſland called St. *Gallan*, which bore from us N. N. E. ½ E, about ſeven leagues diſtant. This iſland lies in the latitude of about fourteen degrees ſouth, and about five miles to the northward of a high-land, called *Morro veijo*, or the old man's head. I mention this Iſland, and the highland near it, more particularly, becauſe between them is the moſt eligible ſtation on that coaſt for cruiſing upon the enemy; as hereabouts all ſhips bound to *Callao*, whether from the northward or the ſouthward, run well in with the land. By the 5th of *November*, at three in the afternoon, we were advanced within view of the highland of *Barranca*, lying in the latitude of 10° : 36′ South, bearing from us N. E. by E, diſtant eight or nine leagues; and an hour and an half afterwards we had the ſatisfaction ſo long wiſhed for, of ſeeing a ſail. She firſt appeared to leeward, and we all immediately

ediately gave her chace; but the *Centurion* ſo uch outſailed the two prizes, that we ſoon ran em out of ſight, and gained conſiderably on e chace: However, night coming on before came up with her, we, about ſeven o'clock, ſt ſight of her, and were in ſome perplexity at courſe to ſteer; but at laſt Mr. *Anſon* re- lved, as we were then before the wind, to keep his ſails ſet, and not to change his courſe: r though we had no doubt but the chace would er her courſe in the night; yet, as it was un- rtain what tack ſhe would go upon, it was ought prudent to keep on our courſe, as we uſt by this means unavoidably near her, rather an to change it on conjecture; when, if we ould miſtake, we muſt infallibly loſe her. hus then we continued the chace about an hour, d an half in the dark, ſome one or other on oard us conſtantly imagining they diſcerned her, ils right a-head of us; but at length Mr. *Brett*, ur ſecond Lieutenant, did really diſcover her, out four points on the larboard-bow, ſteering ff to the ſeaward: We immediately clapped e helm a-weather, and ſtood for her; and in ſs than an hour came up with her, and having red fourteen ſhot at her, ſhe ſtruck. Our third ieutenant, Mr. *Dennis*, was ſent in the boat ith ſixteen men, to take poſſeſſion of the prize, nd to return the priſoners to our ſhip. This eſſel was named the *Santa Tereſa de Jeſus*, built t *Guaiaquil*, of about three hundred tuns bur- hen, and was commanded by *Bartolome Ur- unaga*, a *Biſcayer*: She was bound from *Guai-*

aquil to *Callao*; her loading conſiſted of timber, cocao, coco-nuts, tobacco, hides, *Pito* thread (which is very ſtrong, and is made of a ſpecies of graſs) *Quito* cloth, wax, *&c.* The ſpecies on board her was inconſiderable, being principally ſmall ſilver money, and not amounting to more than 170 *l.* ſterling. It is true, her cargoe was of great value, could we have diſpoſed of it: but, the *Spaniards* having ſtrict orders never to ranſom their ſhips, all the goods that we took in theſe ſeas, except what little we had occaſion for ourſelves, were of no advantage to us. Indeed, though we could make no profit thereby ourſelves, it was ſome ſatisfaction to us to conſider, that it was ſo much really loſt to the enemy, and that the deſpoiling them was no contemptible branch of that ſervice, in which we were now employed by our country.

Beſides our prize's crew, which amounted to forty-five hands, there were on board her ten paſſengers, conſiſting of four men and three women, who were natives of the country, born of *Spaniſh* parents, together with three black ſlaves that attended them. The women were a mother and her two daughters, the eldeſt about twenty-one, and the youngeſt about fourteen. It is not to be wondered at, that women of theſe years ſhould be exceſſively alarmed at the falling into the hands of an enemy, whom, from the former outrages of the Buccaneers, and by the artful inſinuations of their Prieſts, they had been taught to conſider as the moſt terrible and brutal of all mankind. Theſe apprehenſions too were

were in the preſent inſtance exaggerated by the ſingular beauty of the youngeſt of the women, and the riotous diſpoſition which they might well expect to find in a ſet of ſailors, who had not ſeen a woman for near a twelvemonth. Full of theſe terrors, the women all hid themſelves upon our officer's coming on board, and when they were found out, it was with great difficulty that he could perſuade them to approach the light: However, he ſoon ſatisfied them, by the humanity of his conduct and by his aſſurances of their future ſecurity and honourable treatment, that they had nothing to fear. Nor were theſe aſſurances of the officer invalidated in the ſequel: For the Commodore being informed of the matter, ſent directions that they ſhould be continued on board their own ſhip, with the uſe of the ſame apartments, and with all the other conveniencies they had enjoyed before, giving ſtrict orders that they ſhould receive no kind of inquietude or moleſtation whatever: And that they might be the more certain of having theſe orders complied with, or have the means of complaining if they were not, the Commodore permitted the Pilot, who in *Spaniſh* ſhips is generally the ſecond perſon on board, to ſtay with them, as their guardian and protector. The Pilot was particularly choſen for this purpoſe by Mr. *Anſon*, as he ſeemed to be extremely intereſted in all that concerned the women, and had at firſt declared that he was married to the youngeſt of them; tho' it afterwards appeared, both from the information of the reſt of the priſoners, and other circumſtances,

that he aſſerted this with a view, the better to ſecure them from the inſults they expected on their firſt falling into our hands. By this compaſſionate and indulgent behaviour of the Commodore, the conſternation of our female priſoners entirely ſubſided, and they continued eaſy and chearful during the whole time they were with us, as I ſhall have occaſion to mention more particularly hereafter.

I have before obſerved, that at the beginning of this chace the *Centurion* ran her two conſorts out of ſight, on which account we lay by all the night, after we had taken the prize, for Captain *Saunders* and Lieutenant *Saumarez* to join us, firing guns, and making falſe fires every half hour, to prevent their paſſing by us unobſerved; but they were ſo far a-ſtern, that they neither heard nor ſaw any of our ſignals, and were not able to come up with us till broad day-light. When they had joined us, we proceeded together to the northward, being now four ſail in company. We here found the ſea, for many miles round us, of a beautiful red colour: This, upon examination, we imputed to an immenſe quantity of ſpawn ſpread upon its ſurface; for, taking up ſome of the water in a wine-glaſs, it ſoon changed from a dirty aſpect to a clear chryſtal, with only ſome red globules of a ſlimy nature floating on the top. At preſent, having a ſupply of timber on board our new prize, the Commodore ordered our boats to be repaired, and a ſwivel gun-ſtock to be fixed in the bow both of the barge and pinnace, in order to encreaſe

creaſe their force, in caſe we ſhould be obliged to have recourſe to them for boarding ſhips, or for any attempts on ſhore.

As we ſtood from hence to the northward, nothing remarkable occurred for two or three days; though we ſpread our ſhips in ſuch a manner, that it was not probable any veſſel of the enemy could eſcape us. In our run along this coaſt we generally obſerved, that there was a current which ſet us to the northward, at the rate of ten or twelve miles each day. And now being in about eight degrees of South latitude, we began to be attended with vaſt numbers of flying fiſh and bonitos, which were the firſt we ſaw after our departure from the coaſt of *Brazil*. But it is remarkable, that on the Eaſt ſide of South *America* they extended to a much higher latitude than they do on the Weſt ſide; for we did not loſe them on the coaſt of *Brazil*, till we approached the ſouthern tropic. The reaſon for this diverſity is doubtleſs the different degrees of heat obtaining in the ſame latitude on different ſides of that Continent. And on this occaſion, I muſt beg leave to make a ſhort digreſſion on the heat and cold of different climates, and on the varieties which occur in the ſame place in different parts of the year, and in different places in the ſame degree of latitude.

The Ancients conceived that of the five zones, into which they divided the ſurface of the globe, two only were habitable, ſuppoſing that the heat between the tropics, and the cold within the polar circles, were too intenſe to be ſupported by

mankind. The falſhood of this reaſoning has been long evinced; but the particular compariſons of the heat and cold of theſe various climates, has as yet been very imperfectly conſidered. However, enough is known ſafely to determine this poſition, that all places between the tropics are far from being the hotteſt on the globe, as many of thoſe within the polar circles are far from enduring that extreme degree of cold, to which their ſituation ſhould ſeem to ſubject them: That is to ſay, that the temperature of a place depends much more upon other circumſtances, than upon its diſtance from the pole, or its proximity to the equinoctial.

This propoſition relates to the general temperature of places, taking the whole year round; and in this ſenſe it cannot be denied, that the city of *London*, for inſtance, enjoys much warmer ſeaſons than the bottom of *Hudſon*'s bay, which is nearly in the ſame latitude with it; but where the ſeverity of the winter is ſo great, that it will ſcarcely permit the hardieſt of our garden plants to live. And if the compariſon be made between the coaſt of *Brazil* and the weſtern ſhore of South *America*, as, for example, betwixt *Bahia* and *Lima*, the difference will be ſtill more conſiderable; for though the coaſt of *Brazil* is extremely ſultry, yet the coaſt of the *South Seas* in the ſame latitude is perhaps as temperate and tolerable as any part of the globe; ſince in ranging along it, we did not once meet with ſo warm weather, as is frequent in a ſummer's day in *England:* Which

was

as ſtill the more remarkable, as there never fell ny rains to refreſh and cool the air.

The cauſes of this temperature in the *South-eas* are not difficult to be aſſigned, and ſhall be ereafter mentioned. I am now only ſolicitous o eſtabliſh the truth of this aſſertion, that the titude of a place alone is no rule whereby to udge of the degree of heat and cold which ob-ains there. Perhaps this poſition might be more riefly confirmed, by obſerving, that on the tops f the *Andes*, though under the equinoctial, the now never melts the whole year round; a cri-erion of cold, ſtronger than what is known o take place in many parts far removed within he polar circle.

I have hitherto conſidered the temperature of he air all the year through, and the groſs eſtima-ions of heat and cold which every one makes rom his own ſenſation. If this matter be exa-mined by means of Thermometers, which in reſpect to the abſolute degree of heat and cold are doubtleſs the moſt unerring evidences; if this be done, the reſult will be indeed moſt wonder-ful: Since it will hence appear that the heat in very high latitudes, as at *Peterſburgh* for inſtance, is at particular times much greater than any that has been hitherto obſerved between the tropics; and that even at *London* in the year 1746, there was the part of one day conſiderably hotter than what was at any time felt by a ſhip of Mr. *An-ſon*'s ſquadron, in running from hence to Cape *Horn* and back again, and paſſing twice under the ſun; for in the ſummer of that year, the

thermometer in *London* (being one of thoſe graduated according to the method of *Farenheit*) ſtood once at 78° ; and the greateſt height at which a thermometer of the ſame kind ſtood in the foregoing ſhip, I find to be 76° : This was at St. *Catherine's*, in the latter end of *December*, when the ſun was within about three degrees of the vertex. And as to *Peterſburgh*, I find, by the acts of the academy eſtabliſhed there, that in the year 1734, on the 20th and 25th of *July*, the thermometer roſe to 98° in the ſhade, that is, it was twenty-two diviſions higher than it was found to be at St. *Catherine's*; which is a degree of heat that, were it not authoriſed by the regularity and circumſpection with which the obſervations ſeem to have been made, would appear altogether incredible.

If it ſhould be aſked, how it comes to paſs then, that the heat in many places between the tropics is eſteemed ſo violent and inſufferable, when it appears by theſe inſtances, that it is ſometimes rivalled or exceeded in very high latitudes not far from the polar circle ? I ſhould anſwer, that the eſtimation of heat in any particular place, ought not to be founded upon that degree of heat which may now and then obtain there, but is rather to be deduced from the medium obſerved in a whole ſeaſon, or perhaps in a whole year : And in this light it will eaſily appear, how much more intenſe the ſame degree of heat may prove, by being long continued without remarkable variation. For inſtance, in comparing togegether St. *Catherine's* and *Peterſburgh*, we will

ſuppoſe

ſuppoſe the ſummer heat at St. *Catherine's* to be 76°, and the winter heat to be twenty diviſions ſhort of it: I do not make uſe of this laſt conjecture upon ſufficient obſervation; but I am apt to ſuſpect, that the allowance is full large. Upon this ſuppoſition then, the medium heat all the year round will be 66°, and this perhaps by night as well as day, with no great variation: Now thoſe who have attended to thermometers will readily own, that a continuation of this degree of heat for a length of time would by the generality of mankind be ſtiled violent and ſuffocating. But at *Peterſburgh*, though a few times in the year the heat, by the thermometer, may be conſiderably greater than at St. *Catherine's*, yet, as at other times the cold is immenſely ſharper, the medium for a year, or even for one ſeaſon only, would be far ſhort of 66°. For I find, that the thermometer at *Peterſburgh* is at leaſt five times greater, from its higheſt to its loweſt point, than what I have ſuppoſed to take place at St. *Catherine's*.

Beſides this eſtimation of the heat of a place, by taking the medium for a conſiderable time together, there is another circumſtance which will ſtill augment the apparent heat of the warmer climates, and diminiſh that of the colder, though I do not remember to have ſeen it remarked in any author. To explain myſelf more diſtinctly upon this head, I muſt obſerve, that the meaſure of abſolute heat, marked by the thermometer, is not the certain criterion of the ſenſation of heat with which human bodies are affected: For as

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the preſence and perpetual ſucceſſion of freſh a
is neceſſary to our reſpiration, ſo there is a ſpeci
of tainted or ſtagnated air often produced by t
continuance of great heats, which being leſs pr
per for reſpiration, never fails to excite in us a
idea of ſultrineſs and ſuffocating warmth, muc
beyond what the heat of the air alone, ſuppoſin
it pure and agitated, would occaſion. Hence
follows, that the mere inſpection of the thermo
meter will never determine the heat which the hu
man body feels from this cauſe ; and hence it fol
lows too, that the heat in moſt places betwee
the tropics muſt be much more troubleſome an
uneaſy, than the ſame degree of abſolute heat i
a high latitude : For the equability and duratio
of the tropical heat contribute to impregnate th
air with a multitude of ſteams and vapours fro
the ſoil and water, and theſe being, many of them
of an impure and noxious kind, and being no
eaſily removed, by reaſon of the regularity of th
winds in thoſe parts, which only ſhift the exhal
tions from place to place, without diſperſin
them, the atmoſphere is by this means render
leſs capable of ſupporting the animal function
and mankind are conſequently affected with wh
they ſtile a moſt intenſe and ſtifling heat : Where
as in the higher latitudes theſe vapours are pro
bably raiſed in ſmaller quantities, and the irregu
larity and violence of the winds frequently di
perſe them ; ſo that, the air being in general pur
and leſs ſtagnant, the ſame degree of abſolut
heat is not attended with that uneaſy and ſuffo
cating ſenſation. This may ſuffice in genera
wit

h reſpect to the preſent ſpeculation; but I can- help wiſhing, as it is a ſubject in which man- d, eſpecially travellers of all ſorts, are very ch intereſted, that it were more thoroughly accurately examined, and that all ſhips bound the warmer climates would furniſh themſelves h thermometers of a known fabric, and would erve them daily, and regiſter their obſervati- ; for conſidering the turn to philoſophical in- ries, which has obtained in *Europe* for the laſt rſcore years, it is incredible how very rarely thing of this kind hath been attended to. As my own part, I do not recollect that I have r ſeen any obſervations of the heat and cold, er in the *Eaſt* or *Weſt-Indies*, which were de by mariners or officers of veſſels, except ſe made by Mr. *Anſon*'s order, on board the *turion*, and by Captain *Legg* on board the *ern*, which was another ſhip of our ſqua- n.

This digreſſion I have been in ſome meaſure wn into, by the conſideration of the fine wea- r we met with on the coaſt of *Peru*, even un- the equinoctial itſelf, but the particularities of weather I have not yet deſcribed: I ſhall therefore add, that in this climate every cir- mſtance concurred, that could make the open and the day-light deſirable. For in other ntries the ſcorching heat of the ſun in ſummer ders the greater part of the day unapt either labour or amuſement; and the frequent rains not leſs troubleſome in the more temperate rts of the year. But in this happy climate the

ſun

ſun rarely appears: Not that the heavens ha
at any time a dark and gloomy look; for th
is conſtantly a chearful grey ſky, juſt ſufficient
ſcreen the ſun, and to mitigate the violence
its perpendicular rays, without obſcuring the a
or tinging the day-light with an unpleaſant
melancholy hue. By this means all parts of t
day are proper for labour or exerciſe abroad, n
is there wanting that refreſhment and pleaſi
refrigeration of the air, which is ſometimes pr
duced in other climates by rains; for here t
ſame effect is brought about, by the freſh bree
from the cooler regions to the ſouthward. It
reaſonable to ſuppoſe, that this fortunate co
plexion of the heavens is principally owing to t
neighbourhood of thoſe vaſt hills, called t
Andes, which running nearly parallel to the ſh
and at a ſmall diſtance from it, and extendi
themſelves immenſely higher than any oth
mountains upon the globe, form upon their ſi
and declivities a prodigious tract of countr
where, according to the different approaches
the ſummit, all kinds of climates may at
ſeaſons of the year be found. Theſe mountai
by intercepting great part of the eaſtern wi
which generally blow over the Continent of So
America, and by cooling that part of the
which forces its way over their tops, and by kee
ing beſides a large portion of the atmoſphere pe
petually cool, from its contiguity to the ſno
with which they are covered; theſe hills, th
ſpreading the influence of their frozen creſts
the neighbouring coaſts and ſeas of *Peru*, a
doubtle

ubtleſs the cauſe of the temperature and equa-
lity which conſtantly prevail there. For when
e were advanced beyond the equinoctial, where
eſe mountains left us, and had nothing to ſcreen
to the eaſtward, but the high lands on the
thmus of *Panama*, which are but mole-hills to
e *Andes*, we then ſoon found that in a ſhort
n we had totally changed our climate, paſſing in
o or three days from the temperate air of *Peru*,
the ſultry burning atmoſphere of the *Weſt-*
dies. But it is time to return to our narration.
On the 10th of *November* we were three leagues
uth of the ſouthermoſt Iſland of *Lobos*, lying in
e latitude of 6° : 27′ South : There are two
ands of this name ; this called *Lobos de la Mar* ;
d another, which is ſituated to the northward of
very much reſembling it in ſhape and appear-
ce, and often miſtaken for it, called *Lobos de*
rra. We were now drawing near to the ſtation
ppointed to the *Glouceſter*, for which reaſon,
aring to miſs her, we made an eaſy ſail all night.
he next morning, at day-break, we ſaw a ſhip
ſhore, and to windward, plying up the coaſt :
e had paſſed by us with the favour of the night,
d we ſoon perceiving her not to be the *Glou-*
ſter, got our tacks on board, and gave her
ace ; but it proving very little wind, ſo that
either of us could make much way, the Com-
odore ordered the barge, his pinnace, and the
yal's pinnace to be manned and armed, and to
urſue the chace, and board her. Lieutenant
rett, who commanded the barge, came up with
er firſt, about nine o'clock, and running along-

ſide of her, he fired a volley of ſmall-ſhot betwe
the maſts, juſt over the heads of the people o
board, and then inſtantly entered with the greate
part of his men; but the enemy made no reſi
ance, being ſufficiently frightened by the dazzli
of the cutlaſſes, and the volley they had juſt re
ceived. Lieutenant *Brett* ordered the ſails to b
trimmed, and bore down to the Commodo
taking up in his way the two pinnaces. When h
was got within about four miles of us, he put o
in the barge, bringing with him a number of th
priſoners, who had given him ſome material in
telligence, which he was deſirous the Commodo
ſhould be acquainted with as ſoon as poſſible. O
his arrival we learnt, that the prize was calle
Nueſtra Senora del Carmin, of about two hundre
and ſeventy tuns burthen; ſhe was command
by *Marcos Morena*, a native of *Venice*, and had o
board forty-three mariners: She was deep lade
with ſteel, iron, wax, pepper, cedar, pla
ſnuff, roſarios, *European* bale goods, powde
blue, cinnamon, *Romiſh* indulgencies, and oth
ſpecies of merchandize: And though this cargo
in our preſent circumſtances, was but of little v
lue to us, yet with reſpect to the *Spaniards*, it w
the moſt conſiderable capture we made in this p
of the world; for it amounted to upwards
400,000 dollars prime coſt at *Panama*. This ſh
was bound to *Callao*, and had ſtopped at *Paita*
her paſſage, to take in a recruit of water a
proviſions, having left that place not abo
twenty-four hours, before ſhe fell into our hand

I have mentioned that Mr. *Brett* had received me important intelligence, which he endeavoured let the Commodore know immediately. The t perſon he learnt it from (though upon fur- r examination it was confirmed by the other ſoners) was one *John Williams* an *Iriſhman*, om he found on board the *Spaniſh* veſſel. *Wil-* ns was a Papiſt, who worked his paſſage from diz, and had travelled over all the kingdom of xico as a pedlar: He pretended, that by this ineſs he had once got 4 or 5000 dollars; but t he was embarraſſed by the Prieſts, who knew had money, and was at laſt ſtript of every g he had. He was indeed at preſent all in s, being but juſt got out of *Paita* goal, where had been confined for ſome miſdemeanor; he reſſed great joy upon ſeeing his countrymen, immediately told them, that, a few days be- , a veſſel came into *Paita*, where the maſter her informed the Governor, that he had been ſed in the offing by a very large ſhip, which m her ſize, and the colour of her ſails, he was ſuaded muſt be one of the *Engliſh* ſquadron: is we then conjectured to have been the *Glou-* er, as we afterwards found it was. The Go- nor, upon examining the Maſter, was fully sfied of his relation, and immediately ſent y an expreſs to *Lima* to acquaint the Viceroy rewith: And the Royal Officer reſiding at ita apprehenſive of a viſit from the *Engliſh*, d from his firſt hearing of this news, been buſily ployed in removing the King's treaſure and his n to *Piura*, a town within land, about fourteen

leagues

leagues diſtant. We further learnt from our pri
ſoners, that there was a very conſiderable ſum o
money belonging to ſome Merchants of *Lim*
that was now lodged in the Cuſtom-houſe
Paita; and that this was intended to be ſhippe
on board a veſſel, which was then in the port o
Paita, and was preparing to ſail with the utmo
expedition, being bound for the bay of *Sonſonat*
on the coaſt of *Mexico*, in order to purchaſe a pa
of the cargoe of the *Manila* ſhip. As the veſſ
on which the money was to be ſhipped wa
eſteemed a prime ſailor, and had juſt received
new coat of tallow on her bottom; and might
the opinion of the priſoners, be able to ſail th
ſucceeding morning; the character they gave
her, left us little reaſon to believe that our ſhip
which had been in the water near two year
could have any chance of coming up with her,
we once ſuffered her to eſcape out of the Por
Therefore, as we were now diſcovered, and th
coaſt would be ſoon alarmed, and as our cruiſi
in theſe parts any longer would anſwer no pu
poſe; the Commodore reſolved to endeavour t
ſurprize the place, having firſt minutely informe
himſelf of its ſtrength and condition, and bei
fully ſatisfied, that there was little danger of loſi
many of our men in the attempt. This attack o
Paita, beſides the treaſure it promiſed us, and
being the only enterprize it was in our power
undertake, had theſe other advantages attendi
it, that we ſhould in all probability ſupply ou
ſelves with great quantities of live proviſion,
which we were at this time in want: And th

ſhould likewiſe have an opportunity of ſetting
priſoners on ſhore, who were now very nu-
rous, and made a greater conſumption of our
d than our ſtock that remained was capable of
niſhing long. In all theſe lights the attempt
a moſt eligible one, and what our neceſſities,
ſituation, and every prudential conſideration,
mpted us to. How it ſucceeded, and how far
nſwered our expectations, ſhall be the ſubject
the following chapter.

CHAP. IV.

e taking of *Paita*, and our proceedings there.

HE town of *Paita* is ſituated in the latitude of 5° : 12′ South, on a moſt barren ſoil, mpoſed only of ſand and ſlate : The extent of (as may be ſeen in the plan of it) is but ll, containing in all leſs than two hundred ilies. The houſes are only ground-floors ; the ls built of ſplit cane and mud, and the roofs tched with leaves : Theſe edifices, though ex-mely ſlight, are abundantly ſufficient for a cli-te, where rain is conſidered as a prodigy, and not ſeen in many years : So that it is ſaid, a ll quantity of rain falling in this country in the r 1728, ruined a great number of buildings, ich mouldered away, and as it were melted be-

fore it. The inhabitants of *Paita* are principally *Indians* and black ſlaves, or at leaſt a mixed breed, the whites being very few. The port of *Paita*, though in reality little more than a bay, is eſteemed the beſt on that part of the coaſt; and is indeed a very ſecure and commodious anchorage. It is greatly frequented by all veſſels coming from the North; ſince here only the ſhips from *Acapulco*, *Sonſonnate*, *Realeijo* and *Panama*, can touch and refreſh in their paſſage to *Callao*: And the length of theſe voyages (the wind for the greater part of the year being full againſt them) renders it impoſſible to perform them without calling upon the coaſt for a recruit of freſh water. It is true, *Paita* is ſituated on ſo parched a ſpot, that it does not itſelf furniſh a drop of freſh water, or any kind of greens or proviſions, except fiſh and a few goats: But there is an *Indian* town called *Colan*, about two or three leagues diſtant to the northward, from whence water, maize, greens, fowls, *&c.* are convey'd to *Paita* on balſas or floats, for the conveniency of the ſhips that touch here; and cattle are ſometimes brought from *Piura*, a town which lies about fourteen leagues up in the country. The water fetched from *Colan* is whitiſh, and of a diſagreeable appearance, but is ſaid to be very wholſome: For it is pretended by the inhabitants, that it runs through large woods of ſarſaparilla, and is ſenſibly impregnated therewith. This port of *Paita*, beſides furniſhing the northern trade bound to *Callao*, with water and neceſſaries, is the uſual place where paſſengers from *Acapulco* or *Panama*, bound to *Lima*, diſ-

embark

mbark; for, as it is two hundred leagues from ence to *Callao*, the port of *Lima*, and as the ind is generally contrary, the paſſage by ſea is ry tedious and fatiguing, but by land there is a lerable good road parallel to the coaſt, with any ſtations and villages for the accommodation travellers.

It appears by the plan, that the town of *Paita* itſelf an open place; ſo that its ſole protec- on and defence is the fort marked (B), in the an, plate the twenty-third. It was of con- quence to us to be well informed of the fa- ick and ſtrength of this fort; and from the amination of our priſoners we found, that there ere eight pieces of cannon mounted in it, but at it had neither ditch nor outwork, being ſur- unded by a plain brick wall; and that the gar- ſon conſiſted of only one weak company, though e town itſelf might poſſibly arm three hundred en more.

Mr. *Anſon* having informed himſelf of the rength of the place, reſolved (as hath been ſaid the preceding chapter) to attempt it that very ght. We were then about twelve leagues di- ant from the ſhore, far enough to prevent our ing diſcovered; yet not ſo far, but that by aking all the ſail we could, we might arrive in e bay with our ſhips long before day-break. lowever, the Commodore prudently conſidered, at this would be an improper method of pro- eeding, as our ſhips, being ſuch large bodies, ight be eaſily ſeen at a diſtance even in the ight, and might thereby alarm the inhabitants, nd give them an opportunity of removing their

valuable effects. He therefore, as the ſtrengt
the place did not require our whole force,
ſolved to attempt it with our boats only, orde
the eighteen oared barge, and our own and
Tryal's pinnaces on that ſervice; and ha
picked out fifty-eight men to man them, well
niſhed with arms and ammunition, he intru
the command of the expedition to Lieute
Brett, and gave him his neceſſary orders. A
the better to prevent the diſappointment and
fuſion which might ariſe from the darkneſs o
night, and from the ignorance of the ſtree
paſſages of the place, two of the *Spaniſh* P
were ordered to attend the Lieutenant, who
to conduct him to the moſt convenient land
place, and were afterwards to be his guide
ſhore; and that we might have the greater
rity for their behaviour on this occaſion, the C
modore took care to aſſure our priſoners,
they ſhould all of them be releaſed, and ſe
ſhore at this place, provided the Pilots a
faithfully; but in caſe of any miſconduct
treachery, he threatened that the Pilots ſhoul
inſtantly ſhot, and that he would carry the re
the *Spaniards*, who were on board him, priſ
to *England*. So that the priſoners themſe
were intereſted in our ſucceſs, and therefore
had no reaſon to ſuſpect our Conductors either
negligence or perfidy.

On this occaſion I cannot but remark a ſingu
circumſtance of one of the Pilots employed by
in this buſineſs. It ſeems (as we afterwards lear
he had been taken by Captain *Clipperton* ab
two

Islas Nuevas del Año de 1708

Islas del Año de 1684

Vulcano

Bayro

Peñua de los Picos

S.ta Matheo

Todos los Santos

S.ta Thomas

Islas del Fuego

Liquios

Liquios grande

Guardelupe

S.ta Juan

Malabrigo

S.ta Alexander

Farallon

Doſco Naſida

Lobos

Vulcano

Vulcano

Vulcano

Var. 6.d 20.m E.

Rica de Plata

Var. 10.d E.

Var. 11.d E.

Rica de Oro

Columnas

Isla de Sebastian Lobes

Diciertа

Vulcano

Camira

Lamira

Diciertа

Los Jardines

Abraxo

Vela

Parece Vela

Farallon

Urac

Vulcano grande

Guigan

THE MARIAN ISLANDS

Pagon

Alamaguan

Guignan

Sarigan

Anatacan

Farallon

Saypan

Tenian or Buenavista

Sapan or Rota

Guam

Baſo de S.ta Roſa

S.ta Barabel

Bato

Ban

Var. 5.d E.

Var. 7.d 58.m E.

Var. 9.d 19.m E.

Var. 10.d 10.m E.

Commodore Anſons Tra

Var. 11.d 36.m E.

Caſpar Rico

S.t Bartolomeo

Cantandusanes

S.t Bernardino

Cabo Eſpiritu Santo

THE PHILIPINE ISLANDS

Leyte

Sayabedra

Los Martires

Mataloto

Caſiſian

Mindanao

Cimiga

Garamanes

I.s de Cata

I.s de Abroſas

I.s de S.t Eſtevan

Iſla de Arreſifes

Caſpobas

Piſcadores

Lagunſanes

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48

The Track of Nostra Saghuora de Kabadonga the Spanish

Acapulco.

Mamilla

Donna Maria Lazura

Isla de S.t Francisco

Ver.n 3.d E.

Ver.n 4.d E.

Rica de Plata

Rica de Oro

Lobos

Diaerta

Volcano

Comiro

Lamira

Diaerta

Caspar Rico

S.t Bartolomeo

Var.n 10.d 10.m E.

Commodore Ansons Track

Var.n 36.m E.

Pescadores

Lagunes

Cassobas

Baso de Villa Lobos

The Track of Nostra

from Acapulco to Tenian and from thence to China.

Var.n 15.m E.

Var.n 7.d E.

Var.n 8.d E.

Barbados

adonga from Acapulco to Guam & from thence to the Philipin

Var.n 6.d E.

Baso de Damiel Rodrigues

The Equinoctial Line, beginni

Longitude at S.t Bernardino

A CHART of the PACIFIC OCEAN from the Equinoctial to the Latitude of 39½ d No.

PART OF CALIFORNIA

PART OF MEXICO

Punta de los Reyes
Isle Farallones
Pt.a de Año Nuevo
Pt.a de Pinas
Pt.a de la Concepcion
Punta de la Conversion
Farallon de Lobos
S.t Pedro
S.t Bernardo
Var. 10 d E.
S.t Catalina
Pt.a de S.t Diego
Ensenada de las Virgines
Isla de S.t Andres
Bay de S.t Martin
I.a de S.t Marcos
Costa Limpia
Baya de S.t Quintin
Cavo Blanco
Pt.a de todos los Santos
Bay de S.t Francisco
Guardaloupe
Isla de Peros
Maria Hermosos
Corque
la Asruimion
Los Abrojos
Ensenada de Basos
Isla de Pajaros
Farallon de los Aliſos
Ensenada de Piscadores
Pt.a de N.tra S.ra de los Nubes
Cavo S.t Lucas
Las tres Marias
Punta Mita
Baile de Bandera
Cavo Corrientes
Natividada
Salagua
Colima
Volcano de Colima
Rio de Sacatula
Chequetan
Petaplan
Acapulco
Port Marquis
Var. 3 d E.
Ulloa
Los Mojas
La Disgraciada
La Mesa
Socoro
Isla de la Pasion discovered in 1715
Reyna Partidia
Var. 2 d 30 m E.
Var. 4 d E.
Bernardino
thence to the Philipine Islands, where she was taken by Commodore Anson in the Centurion the 30.th of June 1743.

85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100 101 102 103 104 105 106 107 108 109 110 111 112 113 114 115 116 117 118 119 120 121 122 123 124 125 126 127 128 129 130 131 132 133 134 135 136 137 138 139 140

R.W. Seale sculp.

...y years before, and had been obliged to lead ...erton and his people to the ſurprize of *Truxillo*, ... within land to the ſouthward of *Paita*, ... however he contrived to alarm his country-... and to ſave them, though the place was ...d and pillaged. Now that the only two at-... on ſhore, which were made at ſo long an ...al from each other, ſhould be guided by the ... perſon, and he too a priſoner both times, ... forced upon the employ contrary to his incli-..., is an incident ſo very extraordinary, that I ... not help mentioning it. But to return to ... matter in hand.

During our preparations, the ſhips themſelves ... towards the Port with all the ſail they could ..., being ſecure that we were yet at too great a diſtance to be ſeen. But about ten o'clock at ..., the ſhips being then within five leagues of the place, Lieutenant *Brett*, with the boats under his command, put off, and arrived at the mouth of the bay without being diſcovered; tho' no ſooner had he entered it, than ſome of the people on board a veſſel riding at anchor there, perceived him, who inſtantly getting into their boat, rowed towards the fort, ſhouting and crying, THE ENGLISH, THE ENGLISH-DOGS, *&c.* by which the whole town was ſuddenly alarmed, and our people ſoon obſerved ſeveral lights hurrying backwards and forwards in the fort, and other marks of the inhabitants being in great motion. Lieutenant *Brett*, on this, encouraged his men to pull briſky up, that they might give the enemy as little time as poſſible to prepare for their de-...mon

fence. However, before our boats could reach the ſhore, the people in the fort had got ready ſome of their cannon, and pointed them towards the landing-place; and though in the darkneſs of the night it might be well ſuppoſed that chance had a greater ſhare than ſkill in their direction, yet the firſt ſhot paſſed extremely near one of the boats, whiſtling juſt over the heads of the crew. This made our people redouble their efforts; ſo that they had reached the ſhore, and were in part diſembarked by the time the ſecond gun fired. As ſoon as our men landed, they were conducted by one of the *Spaniſh* Pilots to the entrance of a narrow ſtreet, not above fifty yards diſtant from the beach, where they were covered from the fire of the fort; and being formed in the beſt manner the ſhortneſs of the time would allow, they immediately marched for the parade, which was a large ſquare at the end of this ſtreet, the fort being one ſide of the ſquare, and the Governor's houſe another, as may be ſeen more diſtinctly in the plan, where likewiſe the road they took from their landing to the fort is marked out by a prickt line. In this march (though performed with tolerable regularity) the ſhouts and clamours of threeſcore ſailors, who had been confined ſo long on ſhipboard, and were now for the firſt time on ſhore in an enemy's country, joyous as they always are, when they land, and animated beſides in the preſent caſe with the hopes of an immenſe pillage; the huzza's, I ſay, of this ſpirited detachment, joined with the noiſe of their drums, and favoured by the night, had augmented their

num-

numbers, in the opinion of the enemy, to at leaſt three hundred; by which perſuaſion the inhabitants were ſo greatly intimidated, that they were much more ſolicitous about the means of flight than of reſiſtance: So that though upon entering the parade, our people received a volley from the Merchants who owned the treaſure then in the town, and who, with a few others, had ranged themſelves in a gallery that ran round the Governor's houſe, yet that poſt was immediately abandoned upon the firſt fire made by our people, who were thereby left in quiet poſſeſſion of the parade.

On this ſucceſs Lieutenant *Brett* divided his men into two parties, ordering one of them to ſurround the Governor's houſe, and, if poſſible, to ſecure the Governor, whilſt he himſelf at the head of the other marched to the fort, with an intent to force it. But, contrary to his expectation, he entered it without oppoſition; for the enemy, on his approach, abandoned it, and made their eſcape over the walls. By this means the whole place was maſtered in leſs than a quarter of an hour's time from the firſt landing, and with no other loſs than that of one man killed on the ſpot, and two wounded; one of which was the *Spaniſh* Pilot of the *Terreſa*, who received a ſlight bruiſe by a ball which grazed on his wriſt: Indeed another of the company, the Honourable Mr. *Kepple*, ſon to the Earl of *Albemarle*, had a very narrow eſcape; for having on a jockey-cap, one ſide of the peak was ſhaved off cloſe to his temple by a ball, which however did him no other injury.

Lieutenant *Brett*, when he had thus far happily ſucceeded, placed a guard at the fort, and another at the Governor's houſe, and appointed centinels at all the avenues of the town, both to prevent any ſurprize from the enemy, and to ſecure the effects in the place from being embezzled. This being done, his next care was to ſeize on the Cuſtom-houſe, where the treaſure lay, and to examine if any of the inhabitants remained in the town, that he might know what farther precautions it was neceſſary to take; but he ſoon found that the numbers left behind were no ways formidable: For the greateſt part of them (being in bed when the place was ſurprized) had run away with ſo much precipitation, that they had not given themſelves time to put on their cloaths. In this general rout the Governor was not the laſt to ſecure himſelf, for he fled betimes half naked, leaving his wife, a young Lady of about ſeventeen years of age, to whom he had been married but three or four days, behind him; though ſhe too was afterwards carried off in her ſhift by a couple of centinels, juſt as the detachment, ordered to inveſt the houſe, arrived before it. This eſcape of the Governor was an unpleaſing circumſtance, as Mr. *Anſon* had particularly recommended it to Lieutenant *Brett* to ſecure his perſon, if poſſible, in hopes that by that means we might be able to treat for the ranſom of the place: But it ſeems his alertneſs rendered the execution of theſe orders impracticable. The few inhabitants who remained were confined in one of the churches under a guard, except ſome ſtout Negroes which were

found in the town; theſe, inſtead of being ſhut up, were employed the remaining part of the night to aſſiſt in carrying the treaſure from the Cuſtom-houſe and other places to the fort: However, there was care taken that they ſhould be always attended by a file of muſqueteers.

The tranſporting the treaſure from the Cuſtom-houſe to the fort, was the principal occupation of Mr. *Brett*'s people, after he had got poſſeſſion of the place. But the ſailors, while they were thus buſied, could not be prevented from entring the houſes which lay near them, in ſearch of private pillage: Where the firſt things which occurred to them, being the cloaths that the *Spaniards* in their flight had left behind them, and which, according to the cuſtom of the country, were moſt of them either embroidered or laced, our people eagerly ſeized theſe glittering habits, and put them on over their own dirty trowſers and jackets, not forgetting, at the ſame time, the tye or bag-wig and laced hat, which were generally found with the cloaths; and when this practice was once begun, there was no preventing the whole detachment from imitating it: But thoſe, who came firſt into the faſhion, not finding mens cloaths ſufficient to equip themſelves, were obliged to take up with womens gowns and petticoats, which (provided there was finery enough) they made no ſcruple of putting on, and blending with their own greaſy dreſs. So that when a party of them thus ridiculouſly metamorphoſed firſt appeared before Mr. *Brett*, he was extremely ſurprized at the gro-

groteſque ſight, and could not immediately be ſatisfied they were his own people.

Theſe were the tranſactions of our detachment on ſhore at *Paita* the firſt night. But to return to what was done on board the *Centurion* in that interval. I muſt obſerve, that after the boats were gone off, we lay by till one o'clock in the morning, and then ſuppoſing our detachment to be near landing, we made an eaſy ſail for the bay. About ſeven in the morning we began to open the bay, and ſoon after had a view of the town; and though we had no reaſon to doubt of the ſucceſs of the enterprize, yet it was with great joy that we firſt diſcovered an infallible ſignal of the certainty of our hopes; this was by means of our perſpectives, for through them we ſaw an *Engliſh* flag hoiſted on the flag-ſtaff of the fort, which to us was an inconteſtable proof that our people were in poſſeſſion of the place. We plied into the bay with as much expedition as the wind, which then blew off ſhore, would permit us: And at eleven, the *Tryal*'s boat came on board us, loaden with dollars and church-plate; when the officer who commanded her informed us of the preceding night's tranſactions, ſuch as we have already related them. About two in the afternoon we anchored in ten fathom and a half, at a mile and a half diſtance from the town, and were conſequently near enough to have a more immediate intercourſe with thoſe on ſhore. And now we found that Mr. *Brett* had hitherto gone on in collecting and removing the treaſure without interruption; but that the enemy had

had rendezvouſed from all parts of the country on a hill, at the back of the town, where they made no inconſiderable appearance: For amongſt the reſt of their force, there were two hundred horſe ſeemingly very well armed, and mounted, and, as we conceived, properly trained and regimented, being furniſhed with trumpets, drums and ſtandards. Theſe troops paraded about the hill with great oſtentation, ſounding their military muſick, and practiſing every art to intimidate us, (as our numbers on ſhore were by this time not unknown to them) in hopes that we might be induced by our fears to abandon the place before the pillage was compleated. But we were not ſo ignorant as to believe, that this body of horſe, which ſeemed to be what the enemy principally depended on, would dare to venture in ſtreets and amongſt houſes, even had their numbers been three times as large; and therefore, notwithſtanding their menaces, we went on calmly, as long as the day-light laſted, in ſending off the treaſure, and in employing the boats to carry on board the refreſhments, ſuch as hogs, fowls, &c. which we found here in great abundance. However at night, to prevent any ſurprize, the Commodore ſent on ſhore a reinforcement, who poſted themſelves in all the paſſages leading to the parade; and for their further ſecurity, traverſed the ſtreets with barricadoes ſix feet high: But the enemy continuing quiet all night, we, at day-break, returned again to our labour of loading the boats, and ſending them off.

By

By this time we were convinced of what consequence it would have been to us, had fortune seconded the prudent views of the Commodore, by permitting us to have secured the Governor. For as we found in the place many store-houses full of valuable effects, which were useless to us at present, and such as we could not find room for on board: Had the governor been in our power, he would, in all probability, have treated for the ransom of this merchandise, which would have been extremely advantageous both to him and us: Whereas, he being now at liberty, and having collected all the force of the country for many leagues round, and having even got a body of militia from *Piura*, which was fourteen leagues distant, he was so elated with his numbers, and so fond of his new military command, that he seemed not to trouble himself about the fate of his government. So that though Mr. *Anson* sent several messages to him by some of the inhabitants, whom he had taken prisoners, offering to enter into a treaty for the ransom of the town and goods, giving him, at the same time, an intimation that we should be far from insisting on a rigorous equivalent, but perhaps might be satisfied with some live cattle, and a few necessaries for the use of the squadron, threatning too, that if he would not condescend at least to treat, we would set fire to the town, and all the warehouses: Yet the Governor was so imprudent and arrogant, that he despised all these reiterated overtures, and did not deign even to return the least answer to them.

Of

On the ſecond day of our being in poſſeſſion of the place, ſeveral negroe ſlaves deſerted from the enemy on the hill, and coming into the town, voluntarily engaged in our ſervice: One of theſe was well known to a gentleman on board, who remembered him formerly at *Panama*. We now learnt that the *Spaniards* without the town were in extreme want of water, for many of their ſlaves crept into the place by ſtealth, and carried away ſeveral jars of water to their maſters on the hill; and though ſome of them were ſeized by our men in the attempt, yet the thirſt amongſt the enemy was ſo preſſing, that they continued this practice till we left the place. On this ſecond day we were aſſured, both by the deſerters and by theſe priſoners we took, that the *Spaniards* on the hill, who were by this time encreaſed to a formidable number, had reſolved to ſtorm the town and fort the ſucceeding night; and that one *Gordon*, a *Scotch* Papiſh, and Captain of a ſhip in thoſe ſeas, was to have the command of this enterprize. However, we, notwithſtanding, continued ſending off our boats, and proſecuted our work without the leaſt hurry or precipitation till the evening; when a reinforcement was again ſent on ſhore by the Commodore, and Lieutenant *Brett* doubled his guards at each of the barricadoes; and our poſts being connected by the means of centinels placed within call of each other, and the whole being viſited by frequent rounds, attended with a drum, theſe marks of our vigilance which the enemy could not be ignorant of, as they could doubtleſs hear the drum, if not the calls of the centinels: theſe marks, I ſay, of our vigilance, and of our

readineſs to receive them, cooled their reſolution, and made them forget the vaunts of the preceding day; ſo that we paſſed this ſecond night with as little moleſtation as we had done the firſt.

We had finiſhed ſending the treaſure on board the *Centurion* the evening before; ſo that the third morning, being the 15th of *November*, the boats were employed in carrying off the moſt valuable part of the effects that remained in the town. And the Commodore intending to ſail in the afternoon, he, about ten o'clock, purſuant to his promiſe, ſent all his priſoners, amounting to eighty-eight, on ſhore, giving orders to Lieutenant *Brett* to ſecure them in one of the churches under a ſtrict guard, till the men were ready to be embarked. Mr. *Brett* was at the ſame time ordered to burn the whole town, except the two churches (which by good fortune ſtood at ſome diſtance from the houſes) and then he was to abandon the place, and to return on board. Theſe orders were punctually complied with; for Mr. *Brett* immediately ſet his men to work, to diſtribute pitch, tar, and other combuſtibles (of which great quantities were found here) into houſes ſituated in different ſtreets of the town, ſo that, the place being fired in many quarters at the ſame time, the deſtruction might be more violent and ſudden, and the enemy, after our departure, might not be able to extinguiſh it. When theſe preparations were made, he, in the next place, commanded the cannon, which he found in the fort, to be nailed up; and then ſetting fire to thoſe houſes which were moſt to the windward

he collected his men, and marched towards the beach, where the boats waited to carry them off. As that part of the beach whence he intended to embark was an open place without the town, near where the churches are marked in the forementioned plan, the *Spaniards* on the hill perceiving he was retreating, reſolved to try if they could not precipitate his departure, and thereby lay ſome foundation for their future boaſting. To this end a ſmall ſquadron of their horſe, conſiſting of about ſixty, picked out, as I ſuppoſe, for this ſervice, marched down the hill with much ſeeming reſolution; ſo that, had we not entertained an adequate opinion of their proweſs, we might have imagined, that now we were on the open beach with no advantage of ſituation, they would certainly have charged us: But we preſumed (and we were not miſtaken) that this was mere oſtentation. For, notwithſtanding the pomp and parade they at firſt came on with, Mr. *Brett* had no ſooner ordered his men to halt and face about, than the enemy ſtopped their career, and never dared to advance a ſtep further.

When our people were arrived at their boats, and were ready to go on board, they were for ſome time retarded, by miſſing one of their number; and being unable, on their mutual enquiries amongſt each other, to inform themſelves where he was left, or by what accident he was detained, they, after a conſiderable delay, reſolved to get into their boats, and to depart without him. But when the laſt man was actually embarked, and the boats were juſt putting off,

they

they heard him calling to them to take him in; The place was by this time ſo thoroughly on fire, and the ſmoke covered the beach ſo effectually, that they could ſcarcely diſcern him, tho' they heard his voice. However, the Lieutenant inſtantly ordered one of the boats to his relief, who found him up to the chin in water, for he had waded as far as he durſt, being extremely frightned with the apprehenſions of falling into the hands of an enemy, enraged, as they doubtleſs were, at the pillage and deſtruction of their town. On enquiring into the cauſe of his ſtaying behind, it was found that he had taken that morning too large a doſe of brandy, which had thrown him into ſo ſound a ſleep, that he did not awake till the fire came near enough to ſcorch him. He was ſtrangely amazed at firſt opening his eyes, to ſee the houſes all in a blaze on one ſide, and ſeveral *Spaniards* and *Indians* not far from him on the other. The greatneſs and ſuddenneſs of his fright inſtantly reduced him to a ſtate of ſobriety, and gave him ſufficient preſence of mind to puſh through the thickeſt of the ſmoke, as the likelieſt means to eſcape the enemy; and making the beſt of his way to the beach, he ran as far into the water as he durſt, (for he could not ſwim) before he ventured to look back.

I cannot but obſerve here, to the honour of our people, that though there were great quantities of wine and ſpirituous liquors found in the place, yet this man was the only one who was known to have ſo far neglected his duty, as to

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get drunk. Indeed, their whole behaviour, while they were aſhore, was much more regular than could well have been expected from ſailors, who had been ſo long confined to a ſhip: And though part of this prudent demeanor muſt doubtleſs be imputed to the diligence of their Officers, and to the excellent diſcipline to which they had been conſtantly inured on board the Commodore, yet is was doubtleſs no ſmall reputation to the men, that they ſhould generally refrain from indulging themſelves in thoſe intoxicating liquors, which they found ready to their hands at almoſt every warehouſe.

Having mentioned this ſingle inſtance of drunkenneſs, I cannot paſs by another overſight, which was likewiſe the only one of its kind, and which was attended with very particular circumſtances. There was an *Engliſhman*, who had formerly wrought as a ſhip-carpenter in the yard at *Portſmouth*, but leaving his country, had afterwards entered into the *Spaniſh* ſervice, and was employed by them at the port of *Guaiaquil*; and it being well known to his friends in *England* that he was then in that part of the world, they put letters on board the *Centurion*, directed to him. This man being then by accident amongſt the *Buccaniers*, who were retired to the hill at *Paita*, was ambitious (as it ſhould ſeem) of acquiring the reputation amongſt his new Maſters. With this view he came down unarmed to a centinel of ours, placed at ſome diſtance from the fort towards the enemy, to whom he pretended that he was deſirous of ſurrendring himſelf, and of

entering into our ſervice. Our centinel had a cock'd piſtol in his hand, but being deceived by the other's fair ſpeeches, he was ſo imprudent as to let him approach much nearer than he ought; ſo that the ſhipwright, watching his opportunity, ruſhed on the centinel, and ſeizing his piſtol, wrenched it out of his hand, and inſtantly ran away with it up the hill. By this time, two of our people, who ſeeing the fellow advance had ſuſpected his intention, were making towards him, and were thereby prepared to purſue him; but he got to the top of the hill before they could reach him, and then turning about fired the piſtol; whereupon his purſuers immediately returned the fire, and though he was at a great diſtance, and the creſt of the hill hid him as ſoon as they had fired, ſo that they took it for granted they had miſſed him, yet we afterwards learnt that he was ſhot through the body, and had fallen down dead the very next ſtep he took after he was out of ſight. The centinel too, who had been thus groſly impoſed upon, did not eſcape unpuniſhed; ſince he was ordered to be ſeverely whipt for being thus ſhamefully ſurprized upon his poſt, and having thereby given an example of careleſſneſs, which, if followed in other inſtances, might prove fatal to us all. But to return:

By the time our people had helped their comrade out of the water, and were making the beſt of their way to the ſquadron, the flames had taken poſſeſſion of every part of the town, and had got ſuch hold, both by means of the combuſtibles that had been diſtributed for that purpoſe,

poſe, and by the ſlightneſs of the materials of which the houſes were compoſed, and their aptitude to take fire, that it was ſufficiently apparent, no efforts of the enemy (though they flocked down in great numbers) could poſſibly put a ſtop to it, or prevent the entire deſtruction of the place, and all the merchandize contained therein. A whole town on fire at once, eſpecially where the buildings burnt with ſuch facility and violence, being a very ſingular ſpectacle, Mr. *Brett* had the curioſity to delineate its appearance, together with that of the ſhips in the harbour, as may be ſeen in the twenty-fourth plate.

Our detachment under Lieutenant *Brett* having ſafely joined the ſquadron, the Commodore prepared to leave the place the ſame evening. He found, when he firſt came into the bay, ſix veſſels of the enemy at anchor; one whereof was the ſhip, which, according to our intelligence, was to have ſailed with the treaſure to the coaſt of *Mexico*, and which, as we were perſwaded ſhe was a good ſailor, we reſolved to take with us. The others were two Snows, a Bark, and two ſmall gallies of thirty-ſix oars a-piece. Theſe laſt, as we were afterwards informed, with many others of the ſame kind built at different ports, were intended to prevent our landing in the neighbourhood of *Callao*. For the *Spaniards*, on the firſt intelligence of our ſquadron and its force, expected that we would attempt the city of *Lima*. The Commodore, having no occaſion for theſe other veſſels, had ordered the maſts of all five of them to be cut away at his firſt arrival; and

on his leaving the place they were towed out of the harbour, and ſcuttled and ſunk; and the command of the remaining ſhip, called the *Solidad*, being given to Mr. *Hughs* the Lieutenant of the *Tryal*, who had with him a crew of ten men to navigate her, the ſquadron, towards midnight, weighed anchor, and ſailed out of the bay, being at preſent augmented to ſix ſail, that is, the *Centurion*, and the *Tryal*'s prize, together with the *Carmelo*, the *Tereſa*, the *Carmin*, and our laſt acquired veſſel the *Solidad*.

And now, before I entirely acquit the account of our tranſactions at this place, it may not perhaps be improper to give a ſuccinct relation of the booty we got here, and of the loſs the *Spaniards* ſuſtained. I have before obſerved, that there were great quantities of valuable effects in the town; but as moſt of them were what we could neither diſpoſe of nor carry away, the total amount of this merchandize can only be rudely gueſſed at. The *Spaniards*, in their repreſentations ſent to the Court of *Madrid*, (as we were afterwards aſſured) eſtimated their whole loſs at a million and a half of dollars: And when it is conſidered, that no ſmall part of the goods we burnt there were of the richeſt and moſt expenſive ſpecies, as broad-cloaths, ſilks, cambrics, velvets, &c. I cannot but think their valuation ſufficiently moderate. As to our ſelves, the acquiſition we made, though inconſiderable in compariſon of what we deſtroyed, was yet far from deſpicable; for the wrought plate, dollars and other coin which fell into our hands amounted to upwards of

of 30,000 *l.* ſterling, beſides ſeveral rings, bracelets, and jewels, whoſe intrinſick value we could not then determine; and over and above all this, the plunder, which became the property of the immediate captors, was very great; ſo that upon the whole it was by much the moſt important booty we met with upon that coaſt.

There remains, ſtill another matter to be related, which, on account of the ſignal honour which our national character in thoſe parts has thence received, and the reputation which our Commodore in particular has thereby acquired, merits a diſtinct and circumſtantial diſcuſſion. It has been already obſerved, that all the priſoners taken by us in our preceding prizes were here put on ſhore, and diſcharged; amongſt whom there were ſome perſons of conſiderable diſtinction, eſpecially a youth of about ſeventeen years of age, ſon of the Vice-Preſident of the Council of *Chili*. As the barbarity of the Buccaneers, and the artful ple the Eccleſiaſticks had made of it, had filled the natives of thoſe countries with the moſt terrible ideas of the *Engliſh* cruelty; we always found our priſoners, at their firſt coming on board us, to be extremely dejected, and under great horror and anxiety. Particularly this youth, whom I laſt mentioned, having never been from home before, lamented his captivity in the moſt moving manner, regretting, in very plaintive terms, his parents, his brothers, his ſiſters, and his native country; of all which he was fully perſuaded he had taken his laſt farewel, believing that he was now devoted, for the remaining part

of his life, to an abject and cruel ſervitude. Indeed his companions on board, and all the *Spaniards* that came into our power, had the ſame deſponding opinion of their ſituation. Mr. *Anſon* conſtantly exerted his utmoſt endeavours to efface theſe terrifying impreſſions they had received of us; always taking care, that as many of the principal people among them as there was room for, ſhould dine at his table by turns; and giving the ſtricteſt orders too, that they ſhould at all times, and in every circumſtance, be treated with the utmoſt decency and humanity. But notwithſtanding this precaution, it was generally obſerved, that the firſt day or two they did not quit their fears, ſuſpecting the gentleneſs of their uſage to be only preparatory to ſome unthought-of calamity. However, being at length convinced of our ſincerity, they grew perfectly eaſy in their ſituation, and remarkably chearful, ſo that it was often diſputable, whether or no they conſidered their being detained by us as a misfortune. For the youth I have abovementioned, who was near two months on board us, had at laſt ſo far conquered his melancholy ſurmiſes, and had taken ſuch an affection to Mr. *Anſon*, and ſeemed ſo much pleaſed with the manner of life, totally different from all he had ever ſeen before, that it is doubtful to me whether, if his own opinion had been aſked, he would not have preferred a voyage to *England* in the *Centurion*, to the being ſet on ſhore at *Paita*, where he was at liberty to return to his country and friends.

This

This conduct of the Commodore to his priſoners, which was continued without interruption or deviation, gave them all the higheſt idea of his humanity and benevolence, and induced them likewiſe (as mankind are fond of forming general opinions) to entertain very favourable thoughts of the whole *Engliſh* Nation. But whatever they might be diſpoſed to think of Mr. *Anſon* before the capture of the *Tereſa*, their veneration for him was prodigiouſly increaſed by his conduct towards thoſe women, whom (as I have already mentioned) he took in that veſſel: For the leaving them in the poſſeſſion of their apartments, the ſtrict orders given to prevent all his people on board from approaching them, and the permitting the Pilot to ſtay with them as their guardian, were meaſures that ſeemed ſo different from what might be expected from an enemy and an heretick, that the *Spaniards* on board, though they had themſelves experienced his beneficence, were ſurprized at this new inſtance of it, and the more ſo, as all this was done without his ever ſeeing the women, though the two daughters were both eſteemed handſome, and the youngeſt was celebrated for her uncommon beauty. The women themſelves too were ſo ſenſible of the obligations they owed him, for the care and attention with which he had protected them, that they abſolutely refuſed to go on ſhore at *Paita*, till they had been permitted to wait on him on board the *Centurion*, to return him thanks in perſon. Indeed, all the priſoners left us with the ſtrongeſt aſſurances of their grateful remembrance of his uncommon

treatment. A Jeſuit in particular, whom the Commodore had taken, and who was an Eccleſiaſtick of ſome diſtinction, could not help expreſſing himſelf with great thankfulneſs for the civilities he and his countrymen had found on board, declaring, that he ſhould conſider it as his duty to do Mr. *Anſon* juſtice at all times; adding, that his uſage of the men priſoners was ſuch as could never be forgot, and ſuch as he could never fail to acknowledge and recite upon all occaſions: But that his behaviour to the women was ſo extraordinary, and ſo extremely honourable, that he doubted all the regard due to his own eccleſiaſtical character, would be ſcarcely ſufficient to render it credible. Indeed we were afterwards informed, that he and the reſt of our priſoners had not been ſilent on this head, but had, both at *Lima* and at other places, given the greateſt encomiums to our Commodore; the Jeſuit in particular, as we were told, having, on his acccount, interpreted in a lax and hypothetical ſenſe that article of his Church, which aſſerts the impoſſibility of hereticks being ſaved.

Nor let it be imagined, that the impreſſions which the *Spaniards* hence received to our advantage, is a matter of ſmall import; for, not to mention ſeveral of our countrymen who have already felt the good effects of theſe prepoſſeſſions; the *Spaniards* are a Nation, whoſe good opinion of us is doubtleſs of more conſequence than that of all the world beſides: Not only as the commerce we had formerly carried on with them, and perhaps may again hereafter, is ſo extremely

tremely valuable; but alſo as the tranſacting it does ſo immediately depend on the honour and good faith of thoſe who are entruſted with its management. However, had no national conveniencies attended it, the Commodore's equity and good temper would not leſs have deterred him from all tyranny and cruelty to thoſe, whom the fortune of war had put into his hands. I ſhall only add, that by his conſtant attachment to theſe humane and prudent maxims, he has acquired a diſtinguiſhed reputation amongſt the *Peruvian Spaniards*, which is not confined merely to the coaſt of the *South-Seas*, but is extended through all the *Spaniſh* ſettlements in *America*; ſo that his name is frequently to be met with in the mouths of moſt of the *Spaniſh* inhabitants of that prodigious Empire.

CHAP. VII.

From our departure from *Paita*, to our arrival at *Quibo*.

WHEN we got under ſail from the coaſt of *Paita*, (which, as I have already obſerved, was about midnight, on the 16th of *November*) we ſtood to the weſtward, and in the morning the Commodore gave orders, that the whole ſquadron ſhould ſpread themſelves, to look out for the *Glouceſter*. For we then drew near the

the ſtation where Captain *Mitchel* had been direct
ed to cruiſe, and we hourly expected to get ſigh
of him; but the whole day paſſed without ſee
ing him.

And now a jealouſy, which had taken its riſe
Paita, between thoſe who had been commande
on ſhore for the attack, and thoſe who had co
tinued on board, grew to ſuch a height, that th
Commodore, being made acquainted with i
thought it neceſſary to interpoſe his authority
appeaſe it. The ground of this animoſity w
the plunder gotten at *Paita*, which thoſe who ha
acted on ſhore had appropriated to themſelve
conſidering it as a reward for the riſques they ha
run, and the reſolution they had ſhown in th
ſervice. But thoſe, who had remained on boar
looked on this as a very partial and unjuſt proc
dure, urging, that had it been left to their choic
they ſhould have preferred the acting on ſhore
the continuing on board; that their duty, whi
their comrades were on ſhore, was extremely fa
tiguing; for beſides the labour of the day, the
were conſtantly under arms all night to ſecure th
priſoners, whoſe numbers exceeded their ow
and of whom it was then neceſſary to be extreme
watchful, to prevent any attempts they might hav
formed in that critical conjuncture: That upo
the whole it could not be denied, but that th
preſence of a ſufficient force on board was as n
ceſſary to the ſucceſs of the enterprize, as th
action of the others on ſhore, and therefore tho
who had continued on board maintained, that the
could not be deprived of their ſhare of the plun
de

der, without manifeſt injuſtice. Theſe were the conteſts amongſt our men, which were carried on with great heat on both ſides: And though the plunder in queſtion was a very trifle, in compariſon of the treaſure taken in the place, (in which there was no doubt but thoſe on board had an equal right) yet as the obſtinacy of ſailors is not always regulated by the importance of the matter in diſpute, the Commodore thought it neceſſary to put a ſtop to this ferment betimes. Accordingly, the morning after our leaving *Paita*, he ordered all hands upon the quarter-deck; where, addreſſing himſelf to thoſe who had been detached on ſhore, he commended their behaviour, and thanked them for their ſervices on that occaſion: But then repreſenting to them the reaſons urged, by thoſe who had continued on board, for an equal diſtribution of the plunder, he told them, that he thought theſe reaſons very concluſive, and that the expectations of their comrades were juſtly grounded; and therefore he inſiſted, that not only the men, but all the officers likewiſe, who had been employed in taking the place, ſhould produce the whole of their plunder immediately upon the quarter-deck; and that it ſhould be impartially divided amongſt the whole crew, in proportion to each man's rank and commiſſion: And to prevent thoſe who had been in poſſeſſion of the plunder from murmuring at this diminution of their ſhare, the Commodore added, that as an encouragement to others who might be hereafter employed on like ſervices, he would give his entire ſhare to be diſtributed amongſt thoſe who had been

been detached for the attack of the place. Th
this troubleſome affair, which, if permitted
have gone on, might perhaps have been attend
with miſchievous conſequences, was by the Co
modore's prudence ſoon appeaſed, to the gene
ſatisfaction of the ſhip's company: Not but th
were ſome few, whoſe ſelfiſh diſpoſitions were
influenced by the juſtice of this procedure, a
who were incapable of diſcerning the force
equity, however glaring, when it tended to d
prive them of any part of what they had once g
into their hands.

This important buſineſs employed the beſt p
of the day, after we came from *Paita*. And no
at night, having no ſight of the *Glouceſter*, t
Commodore ordered the ſquadron to bring t
that we might not paſs her in the dark. The ne
morning we again looked out for her, and at t
we ſaw a ſail, to which we gave chace; and
two in the afternoon we came near enough to di
cover her to be the *Glouceſter*, with a ſmall ve
in tow. About an hour after, we were joined b
them; and then we learnt that Captain *Mitch*
in the whole time of his cruiſe, had only take
two prizes; one of them being a ſmall Sno
whoſe cargoe conſiſted chiefly of wine, brand
and olives in jars, with about 7000 *l.* in ſpecie
and the other a large boat or launch, which th
Glouceſter's barge came up with near the ſho
The priſoners on board this laſt veſſel alledge
that they were very poor, and that their loadin
conſiſted only of cotton; though the circum
ſtances in which the barge ſurprized them, ſeeme

infinuate that they were more opulent than they
retended to be ; for the *Glouceſter*'s people found
em at dinner upon pidgeon-pye, ſerved up in
ver diſhes. However, the Officer who com-
nded the barge having opened ſeveral of the
s on board, to ſatisfy his curioſity, and finding
thing in them but cotton, he was inclined to be-
ve the account the priſoners gave him : But the
rgoe being taken into the *Glouceſter*, and there
mined more ſtrictly, they were agreeably ſur-
zed to find, that the whole was a very extraor-
ary piece of falſe package ; and that there was
ealed amongſt the cotton, in every jar, a con-
erable quantity of double doubloons and dol-
, to the amount on the whole of near 12,000*l.*
is treaſure was going to *Paita*, and belonged to
e ſame Merchants who were the proprietors of
greateſt part of the money we had taken there ;
that had this boat eſcaped the *Glouceſter*, it is
obable her cargoe would have fallen into our
nds. Beſides theſe two prizes which we have
entioned, the *Glouceſter*'s people told us, that
y had been in ſight of two or three other ſhips
the enemy which had eſcaped them ; and one
them we had reaſon to believe, from ſome of
intelligence, was of immenſe value.

Being now joined by the *Glouceſter* and her
ze, it was reſolved that we ſhould ſtand to the
thward, and make the beſt of our way either
Cape St. *Lucas* on *California*, or to Cape *Co-*
tes on the coaſt of *Mexico*. Indeed the Com-
odore, when at *Juan Fernandes*, had determined
th himſelf to touch in the neighbourhood of

Panama,

Panama, and to endeavour to get ſome corre-
pondence overland with the fleet under the com-
mand of Admiral *Vernon*. For when we depar-
ed from *England*, we left a large force at *Port-
mouth*, which was intended to be ſent to the *Wes
Indies*, there to be employed in an expeditio
againſt ſome of the *Spaniſh* ſettlements. An
Mr. *Anſon* taking it for granted, that this ente
prize had ſucceeded, and that *Porto Bello* perha
might be then garriſoned by *Britiſh* troops, h
hoped, that on his arrival at the *Iſthmus*, h
ſhould eaſily procure an intercourſe with o
countrymen on the other ſide, either by the *I
dians*, who were greatly diſpoſed in our favou
or even by the *Spaniards* themſelves, ſome o
whom, for proper rewards, might be induced t
carry on this intelligence, which, after it was onc
begun, might be continued with very little dif
culty; ſo that Mr. *Anſon* flattered himſelf, th
he might by this means have received a reinforce
ment of men from the other ſide, and that b
ſettling a prudent plan of operations with o
Commanders in the *Weſt-Indies*, he might ha
taken even *Panama* itſelf; which would have g
ven to the *Britiſh* Nation the poſſeſſion of th
Iſthmus, whereby we ſhould have been in effe
maſters of all the treaſures of *Peru*, and ſhou
have had in our hands an equivalent for any de
mands, however extraordinary, which we migh
have been induced to have made on either of th
branches of the Houſe of *Bourbon*.

Such were the projects which the Commodo
revolved in his thoughts at the Iſland of *Ju*

For

rnandez, notwithſtanding the feeble condition to hich he was then reduced. And indeed, had ſucceſs of our force in the *Weſt-Indies* been ſwerable to the general expectation, it cannot be ied but theſe views would have been the moſt dent that could have been thought of. But in mining the papers which were found on board *Carmelo*, the firſt prize we took, we learnt ough I then omitted to mention it) that our empt againſt *Carthagena* had failed, and that re was no probability that our fleet, in that part the world, would engage in any new enter-ze, that would at all facilitate this plan. *Anſon* therefore gave over all hopes of being nforced a-croſs the *Iſthmus*, and conſequently no inducement at preſent to proceed to *Pa-a*, as he was incapable of attacking the place; there was great reaſon to believe, that by this e there was a general embargo on all the coaſt. The only feaſible meaſure then which was left was to ſteer as ſoon as poſſible to the ſouthern rts of *California*, or to the adjacent coaſt of *exico*, there to cruiſe for the *Manila* Galeon, ich we knew was now at ſea, bound to the port *Acapulco*. And we doubted not to get on that tion, time enough to intercept her; for this p does not uſually arrive at *Acapulco* till towards e middle of *January*, and we were now but in e middle of *November*, and did not conceive that r paſſage thither would coſt us above a month five weeks; ſo that we imagined, we had near ice as much time as was neceſſary for our pur-ſe. Indeed there was a buſineſs which we fore-

ſaw

ſaw would occaſion ſome delay, but we flatter
ourſelves that it would be diſpatched in four o
five days, and therefore could not interrupt ou
project. This was the recruiting of our water
for the number of priſoners we had entertained o
board, ſince our leaving the Iſland of *Fernand*
had ſo far exhauſted our ſtock, that it was impo
ſible to think of venturing upon this paſſage
the coaſt of *Mexico*, till we had procured a fre
ſupply; eſpecially as at *Paita*, where we h
ſome hopes of getting a quantity, we did not fi
enough for our conſumption during our ſtay the
It was for ſome time a matter of deliberatio
where we ſhould take in this neceſſary article
but by conſulting the accounts of former Navig
tors, and examining our priſoners, we at laſt r
ſolved for the Iſland of *Quibo*, ſituated at t
mouth of the bay of *Panama*: Nor was it but o
good grounds that the Commodore conceived th
to be the propereſt place for watering the ſqu
dron. Indeed, there was a ſmall Iſland calle
Cocos, which was leſs out of our way than *Quib*
where ſome of the Buccaneers have pretended th
found water; but none of our priſoners knew an
thing of it, and it was thought too dangerous t
riſque the ſafety of the ſquadron, by expoſing our
ſelves to the hazard of not meeting with wate
when we came there, on the mere authority o
theſe legendary writers, of whoſe miſrepreſenta
tions and falſities we had almoſt daily experienc
Beſides, by going to *Quibo* we were not without
hopes that ſome of the enemies ſhips bound to o
from *Panama* might fall into our hands, particu
larly

ly ſuch of them as were put to ſea, before they
d any intelligence of our ſquadron.

Determined therefore by theſe reaſons for *Quibo*,
directed our courſe northward, being eight ſail
company, and conſequently having the appear-
te of a very formidable fleet; and on the 19th,
day-break, we diſcovered Cape *Blanco*, bearing
S. E. ½ E, ſeven miles diſtant. This Cape lies
the latitude of 4° : 15′ South, and is always
de by ſhips bound either to windward or to
ward; ſo that off this Cape is a moſt excellent
tion to cruiſe upon the enemy. By this time
found that our laſt prize, the *Solidad*, was far
m anſwering the character given her of a good
or; and ſhe and the *Santa Tereſa* delaying us
ſiderably, the Commodore commanded them
h to be cleared of every thing that might prove
ful to the reſt of the ſhips, and then to be
nt; and having given proper inſtructions, and
ndezvous to the *Glouceſter* and the other prizes,
proceeded in our courſe for *Quibo*; and, on
22d in the morning, ſaw the Iſland of *Plata*,
ring Eaſt, diſtant four leagues. Here one of
r prizes was ordered to ſtand cloſe in with it,
h to diſcover if there were any ſhips between
e Iſland and the Continent, and likewiſe to look
t for a ſtream of freſh water, which was reported
be there, and which would have ſaved us the
uble of going to *Quibo*; but ſhe returned with-
t having ſeen any ſhip, or finding any water.
t three in the afternoon point *Manta* bore S. E.
E. ſeven miles diſtant; and there being a town
the ſame name in the neighbourhood, Captain
itchel took this opportunity of ſending away ſe-

veral of his priſoners from the *Glouceſter* in th
Spaniſh launch. The boats were now daily em
ploying in diſtributing proviſions on board o
prizes, to complete their ſtock for ſix months
And that the *Centurion* might be the better pr
pared to give the *Manila* ſhip (one of which w
were told was of an immenſe ſize) a warm r
ception, the Carpenters were ordered to fix eig
ſtocks in the main and fore-tops, which were pr
perly fitted for the mounting of ſwivel guns.

On the 25th we had a ſight of the Iſland
Gallo, bearing E. S. E. $\frac{1}{2}$ E, four leagues diſtan
and from hence we croſſed the bay of *Pana*
with a N. W. courſe, hoping that this wou
have carried us in a direct line to the Iſland
Quibo. But we afterwards found that we oug
to have ſtood more to the weſtward; for t
winds in a ſhort time began to incline to th
quarter, and made it difficult to gain the Iſlan
After paſſing the equinoctial, (which we did
the 22d) and leaving the neighbourhood of t
Cordilleras, and ſtanding more and more towar
the *Iſthmus*, where the communication of the a
moſphere to the eaſtward and the weſtward w
no longer interrupted, we found in very few da
an extraordinary alteration in the climate. For i
ſtead of that uniform temperature, where neith
the exceſs of heat or cold was to be complained o
we had now for ſeveral days together cloſe and ſult
weather, reſembling what we had before met wit
on the coaſt of *Brazil*, and in other parts between th
tropics on the eaſtern ſide of *America*. We ha
beſides frequent calms and heavy rains; which w
at firſt aſcribed to the neighbourhood of the line
where

here this kind of weather is generally found to revail at all ſeaſons of the year; but obſerving at it attended us to the latitude of ſeven degrees orth, we were at length induced to believe, that e ſtormy ſeaſon, or, as the *Spaniards* call it, e Vandevals, was not yet over; though many riters, particularly Captain *Shelvocke*, poſitively ſert, that this ſeaſon begins in *June*, and is ended *November*; and our priſoners all affirmed the me thing. But perhaps its end may not be al-ays conſtant, and it might laſt this year longer an uſual.

On the 27th, Captain *Mitchel* having finiſhed e clearing of his largeſt prize, ſhe was ſcuttled, d ſet on fire; but we ſtill conſiſted of five ſhips, d were fortunate enough to find them all good ilors; ſo that we never occaſioned any delay to ch other. Being now in a rainy climate, which e had been long diſuſed to, we found it neceſſary caulk the decks and ſides of the *Centurion*, to event the rain-water from running into her.

On the 3d of *December* we had a view of the and of *Quibo*; the Eaſt end of which then bore om us N. N. W, four leagues diſtant, and the and of *Quicara* W. N. W, about the ſame diſ-nce. Here we ſtruck ground with ſixty-five fa-om of line, the bottom conſiſting of grey ſand, ith black ſpecks. There is inſerted, in the 28th plate eing contained in the ſame plate with the view f the hill of *Petaplan*) a view of theſe two Iſlands, here (*a*) repreſents the S. E. end of *Quibo*, bear-g N. by W, four leagues diſtant: And (*b*) the and of *Quicara*, which bears from the point (*a*) . S. W. ½ S, and is diſtant from it four leagues,

the point (*a*) being itſelf in the latitude of 7° : 20
North. When we had thus got ſight of the land
we found the wind to hang weſterly; and there
fore, night coming on, we thought it adviſeabl
to ſtand off till morning, as there are ſaid to b
ſome ſhoals in the entrance of the channel. At fi
the next morning point *Mariato* bore N. E. ¼ N
three or four leagues diſtant. In weathering thi
point all the ſquadron, except the *Centurion*, wer
very near it; and the *Glouceſter* being the leeward
moſt ſhip, was forced to tack and ſtand to th
ſouthward, ſo that we loſt ſight of her. At nine
the Iſland *Sebaco* bore N. W. by N, four league
diſtant; but the wind ſtill proving unfavourable
we were obliged to ply on and off for the ſucceed
ing twenty-four hours, and were frequently take
aback. However, at eleven the next mornin
the wind happily ſettled in the S. S. W, and w
bore away for the S. S. E, end of the Iſland, an
about three in the afternoon entered the *Can
Bueno*, paſſing round a ſhoal which ſtretches o
about two miles from the South point of the Iſland
This *Canal Bueno*, or *Good Channel*, is at lea
ſix miles in breadth; and as we had the win
large, we kept in a good depth of water, gene
rally from twenty-eight to thirty-three fathom
and came not within a mile and a half diſtance o
the breakers; though, in all probability, if it ha
been neceſſary, we might have ventured muc
nearer, without incurring the leaſt danger. A
ſeven in the evening we anchored in thirty-thre
fathom muddy ground; the South point of th
Iſland bearing S. E. by S, a remarkable high pa
of the Iſland W. by N, and the Iſland *Seba*

E

E. by N. Being thus arrived at this Iſland of *Quibo*, the account of the place, and of our tranſactions there, ſhall be referred to the enſuing chapter.

CHAP. VIII.

Our proceedings at *Quibo*, with an account of the place.

THE next morning, after our anchoring, an officer was diſpached on ſhore, to diſcover the watering place, who having found it, returned before noon; and then we ſent the long-boat for a load of water, and at the ſame time we weighed and ſtood farther in with our ſhips. At two we came again to an anchor in twenty-two fathom, with a bottom of rough gravel intermixed with broken ſhells, the watering place now bearing from us N. W. ½ N. only three quarters of a mile diſtant. A plan of the road where we lay and of the Eaſt-end of the Iſland is to be ſeen in the 20th plate, where the ſoundings are laid down, ſuch as we found them, the latitude of the S. E. point of the Iſland being, as hath been already mentioned, 7° : 20′ North.

This Iſland of *Quibo* is extremely convenient for wooding and watering; ſince the trees grow cloſe to the high-water mark, and a large rapid ſtream of freſh water runs over the ſandy beach into the ſea: So that we were little more than two days in laying in all the wood and water we wanted.

wanted. The whole Island is of a very moderate height, excepting one part. It consists of a continued wood spread all over the whole surface of the country, which preserves its verdure the year round. Amongst the other wood, we found there abundance of cassia, and a few lime-trees. It appeared singular to us, that considering the climate and the shelter, we should see no other birds than parrots, parroquets, and macka-ws; indeed of these last there were prodigious flights. Next to these birds, the animals we found in most plenty were monkeys and guanos, and these we frequently killed for food; for notwithstanding there were many herds of deer upon the place, yet the difficulty of penetrating the woods prevented our coming near them, so that though we saw them often, we killed only two during our stay. Our prisoners assured us, that this Island abounded with tygers, and we did once discover the print of a tyger's paw upon the beach, but the tygers themselves we never saw. The *Spaniards* too informed us, that there was frequently found in the woods a most mischievous serpent, called the flying snake, which they said darted itself from the boughs of trees on either man or beast that came within its reach; and whose sting, they believed, to be inevitable death. Besides these dangerous land-animals, the sea hereabouts is infested with great numbers of alligators of an extraordinary size; and we often observed a large kind of flat-fish, jumping a considerable height out of the water, which we supposed to be the fish that is said frequently to destroy the pearl divers, by clasping them

them in its fins as they riſe from the bottom; and we were told that the divers, for their ſecurity, are now always armed with a ſharp knife, which, when they are entangled, they ſtick into the belly of the fiſh, and thereby diſengage themſelves from its embraces.

Whilſt the ſhip continued here at anchor, the Commodore, attended by ſome of his officers, went in a boat to examine a bay which lay to the northward; and they afterwards ranged all along the eaſtern ſide of the Iſland. And in the places where they put on ſhore in the courſe of this expedition, they generally found the ſoil to be extremely rich, and met with great plenty of excellent water. In particular, near the N. E. point of the Iſland, they diſcovered a natural caſcade, which ſurpaſſed, as they conceived, every thing of this kind, which human art or induſtry hath hitherto produced. It was a river of tranſparent water, about forty yards wide, which rolled down a declivity of near a hundred and fifty in length. The channel it fell in was very irregular; for it was entirely compoſed of rock, both its ſides and bottom being made up of large detached blocks; and by theſe the courſe of the water was frequently interrupted: For in ſome parts it ran ſloping with a rapid but uniform motion, while in others it tumbled over the edges of rocks with a perpendicular deſcent. All the neighbourhood of this ſtream was a fine wood; and even the huge maſſes of rock which overhung the water, and which, by their various projections, formed the inequalities of the channel, were covered with lofty foreſt trees.

Whilſt

Whilſt the Commodore, with thoſe accompanying him were attentively viewing this place, and were remarking the different blendings of the water, the rocks and the wood, there came in ſight (as it were ſtill to heighten and animate the proſpect) a prodigious flight of mackaws, which hovering over this ſpot, and often wheeling and playing on the wing about it, afforded a moſt brilliant appearance, by the glittering of the ſun on their variegated plumage; ſo that ſome of the ſpectators cannot refrain from a kind of tranſport, when they recount the complicated beauties which occurred in this extraordinary waterfall.

In this expedition, which the boat made along the eaſtern ſide of the Iſland, though they diſcovered no inhabitants, yet they ſaw many huts upon the ſhore, and great heaps of ſhells of fine mother of pearl ſcattered up and down in different places: Theſe were the remains left by the pearl-fiſhers from *Panama*, who often frequent this place in the ſummer ſeaſon; for the pearl oyſters, which are to be met with everywhere in the bay of *Panama* do ſo abound at *Quibo*, that by advancing a very little way into the ſea, you might ſtoop down and reach them from the bottom. They are uſually very large, and out of curioſity we opened ſome of them with a view of taſting them, but we found them extremely tough and unpalatable. And having mentioned theſe oyſters and the pearl-fiſhery, I muſt beg leave to recite a few particulars relating to that ſubject.

The

The oyſters moſt productive of pearls are thoſe
nd in conſiderable depths; for though what are
n up by wading near ſhore are of the ſame ſpe-
, yet the pearls they contain are few in number
very ſmall. It is ſaid too, that the pearl par-
s in ſome degree of the quality of the bottom on
ch the oyſter is lodged; ſo that if the bottom
muddy, the pearl is dark and ill coloured.

The taking up oyſters from great depths for the
of their pearls, is a work performed by Negro
s, of which the inhabitants of *Panama* and the
hbouring coaſt formerly kept vaſt numbers,
ch were carefully trained to this buſineſs. Theſe
ſaid not to be eſteemed compleat divers, till
have by degrees been able to protract their ſtay
r water ſo long, that the blood guſhes out from
noſe, mouth and ears. And it is the tradition
e country, that when this accident has once be-
n them, they dive for the future with much
ter facility than before; and they have no ap-
enſion either that any inconvenience can attend
he bleeding generally ſtopping of itſelf, or that
is any probability of their being ever ſubject to
ſecond time. But to return from this digreſſion.
hough the pearl oyſter, as hath been ſaid, was
able of being eaten; yet that defect was more
repaid by the turtle, a dainty which the ſea at
place furniſhed us with in the greateſt plenty
perfection. There are generally reckoned four
s of turtle; that is, the trunk turtle, the log-
ad, the hawkſbill, and the green turtle. The
firſt are rank and unwholſome; the hawkſbill
ch affords the tortois-ſhell) is but indifferent
, though better than the other two; but the
turtle is generally eſteemed, by the greateſt

part of thoſe who are acquainted with it's taſte, be the moſt delicious of all eatables; and that a moſt wholſome food, we are amply convinced our own experience: For we fed on this laſt ſpec or the green turtle, near four months; and con quently had it been in any degree noxious, it's effects could not poſſibly have eſcaped us. At Iſland we caught what quantity we pleaſed great facility; for as they are an amphibious ani and get on ſhore to lay their eggs, which they nerally depoſit in a large hole in the ſand, juſt a the high-water mark, covering them up, and l ing them to be hatched by the heat of the ſun, uſually diſperſed ſeveral of our men along the be whoſe buſineſs it was to turn them on their b when they came to land; and the turtle being th by prevented from getting away, we brought th off at our leiſure. By this means we not only cured a ſufficient ſtock for the time we ſtayed on Iſland, but we carried a number of them with u ſea, which proved of great ſervice both in length ing out our ſtore of proviſion, and in heartning whole crew with an almoſt conſtant ſupply of f and palatable food. For the turtle being large, t generally weighing about 200 *lb.* weight each, t we took with us laſted near a month: So that be our ſtore was ſpent, we met with a freſh recru the coaſt of *Mexico*, where in the heat of the we often ſaw great numbers of them faſt aſl floating on the ſurface of the water. Upon di vering them, we uſually ſent out our boat with a in the bow, who was a dextrous diver: And as boat came within a few yards of the turtle, the ver plunged into the water, taking care to riſe upon it, when ſeizing the ſhell near the tail,

preſſing down the hinder parts, the turtle was there-
by awakened, and began to ſtrike with it's claws,
which motion ſupported both it and the diver, till
the boat came up and took them in. By this ma-
nagement we never wanted turtle for the ſucceeding
four months in which we continued at ſea; and
though, when at the Iſland of *Quibo*, we had al-
ready been three months on board, without other-
wiſe putting our foot on ſhore, than in the few days
we ſtayed there (except thoſe employed in the at-
tack at *Paita*) yet in the whole ſeven months, from
our leaving *Juan Fernandes* to our anchoring in the
harbour of *Chequetan*, we buried no more in the
whole ſquadron than two men; a moſt inconteſta-
ble proof, that the turtle, on which we fed for the
laſt four months of this term, was at leaſt innocent,
if not ſomething more.

Conſidering the ſcarcity of other proviſions on
ſome part of the coaſt of the ſouth ſeas, it appears
wonderful, that a ſpecies of food ſo very palatable
and ſalubrious as turtle, and there ſo much abound-
ing, ſhould be proſcribed by the *Spaniards* as un-
wholſome, and little leſs than poiſonous. Perhaps
the ſtrange appearance of this animal may have been
the foundation of this ridiculous and ſuperſtitious
perſion, which is ſtrongly rooted in the inhabitants
of thoſe countries, and of which we had many in-
ſtances during the courſe of this navigation. I have
already obſerved, that we put our *Spaniſh* priſoners
on ſhore at *Paita*, and that the *Glouceſter* ſent theirs
to *Manta*; but as we had taken in our prizes ſome
Indian and Negro ſlaves, we did not diſmiſs them
with their maſters, but continued them on board, as
our crews were thin, to aſſiſt in navigating our ſhips.
Theſe poor people being poſſeſſed with the preju-

dices of the country they came from, were aſto-
niſhed at our feeding on turtle, and ſeemed full
perſuaded that it would ſoon deſtroy us; but find-
ing that none of us died, nor even ſuffered in our
health by a continuation of this diet, they at laſt got
ſo far the better of their averſion, as to be perſuaded
to taſte it, to which the abſence of all other kinds of
freſh proviſions might not a little contribute. How-
ever, it was with great reluctance, and very ſpa-
ringly, that they firſt began to eat of it: But their re-
liſh improving upon them by degrees, they at laſt
grew extremely fond of it, and preferred it to every
other kind of food, and often felicitated each other
on the happy experience they had acquired, and the
luxurious and plentiful repaſts it would be always in
their power to procure, when they ſhould again re-
turn back to their country. Thoſe who are ac-
quainted with the manner of life of theſe unhappy
wretches, need not be told, that next to large
draughts of ſpirituous liquors, plenty of tolerable
food is the greateſt joy they know, and conſequent-
ly the diſcovering the means of being always ſup-
plied with what quantity they pleaſed, of a food
more delicious to the palate, than any their haugh-
ty Lords and Maſters could indulge in, was doubt-
leſs a circumſtance, which they conſidered as the
moſt fortunate that could befal them. After this
digreſſion, which the prodigious quantity of turtle
on this Iſland of *Quibo*, and the ſtore of it we
thence took to ſea, in ſome meaſure led me into, I
ſhall now return to our own proceedings.

In three days time we had compleated our buſi-
neſs at this place, and were extremely impatient to
depart, that we might arrive time enough on the
coaſt of *Mexico* to intercept the *Manila* galeon.

t the wind being contrary, detained us a night,
d the next day, when we got into the offing
hich we did through the ſame channel by which
entered) we were obliged to keep hovering a-
t the Iſland, in hopes of getting ſight of the
ucester, who, as I have in the laſt chapter men-
ned, was ſeparated from us on our firſt arrival.
was the 9th of *December*, in the morning, when
put to ſea, and continuing to the ſouthward of
Iſland, looking out for the *Glouceſter*, we, on
10th, at five in the afternoon, diſcerned a ſmall
to the northward of us, to which we gave chace,
coming up with her, took her. She proved to
bark from *Panama*, called the *Jeſu Nazareno*.
had nothing on board but ſome oakum, about
of rock ſalt, and between 30 and 40 *l.* in ſpe-
; moſt of it conſiſting of ſmall ſilver money, in-
ded for purchaſing a cargoe of proviſions at
ripe, an inconſiderable village on the Continent.
And on occaſion of this prize I cannot but ob-
e, for the uſe of future cruiſers, that had we
in want of proviſions, we had by this capture
obvious method of ſupplying ourſelves. For at
ripe, there is a conſtant ſtore of proviſions pre-
d for the veſſels who go thither every week from
ama, the market of *Panama* being chiefly ſup-
d from thence: So that by putting a few of our
s on board our prize, we might eaſily have
d a large quantity without any hazard, ſince
ripe is a place of no ſtrength. As proviſions
he ſtaple commodity of that place and of it's
hbourhood, the knowledge of this circumſtance
be of great uſe to ſuch cruiſers, as find their
iſions grow ſcant, and yet are deſirous of con-
ing on that coaſt as long as poſſible. But to return:

On the 12th of *December* we were at laſt relieve from the perplexity we had ſuffered, occaſioned b the ſeparation of the *Glouceſter*; for on that day ſh joined us, and informed us, that in tacking to th ſouthward, on our firſt arrival, ſhe had ſprung h fore-top-maſt, which had diſabled her from work ing to windward, and prevented her from joinin us ſooner. And now we ſcuttled and ſunk the 7 *ſu Nazareno*, the prize we took laſt; and havin the greateſt impatience to get into a proper ſtatio for intercepting the *Manila* galeon, we ſtood a together to the weſtward, leaving the Iſland *Quibo* (notwithſtanding all the impediments we m with) about nine days after our firſt coming in ſig of it.

CHAP. IX.

From *Quibo* to the coaſt of *Mexico*.

ON the 12th of *December* we ſtood from *Qui* to the weſtward, and the ſame day the Com modore delivered freſh inſtructions to the Captai of the men of war, and the commanders of o prizes; appointing them the rendezvouſes th were to make, and the courſes they were to ſteer caſe of a ſeparation. And firſt, they were direct to uſe all poſſible diſpatch in getting to the nort ward of the harbour of *Acapulco*, where they we to endeavour to fall in with the land, between t latitudes of 18 and 19 degrees; from thence th were to beat up the coaſt at eight or ten leagues d ſtance from the ſhore, till they came a-breaſt

Ca

pe *Corientes*, in the latitude of 20° : 20′. Af- they arrived there, they were to continue cruiſ- on that ſtation till the 14th of *February*; when y were to depart for the middle Iſland of the *Marias*, in the latitude of 21° : 25′, bearing m Cape *Corientes* N. W. by N, twenty-five gues diſtant. And if at this Iſland they did not t the Commodore, they were there to recruit r wood and water, and then immediately to pro- d for the Iſland of *Macao*, on the coaſt of *China*. ſe orders being diſtributed to all the ſhips, we had le doubt of arriving ſoon upon our intended ſta- ; as we expected upon the increaſing our offing m *Quibo*, to fall in with the regular trade-wind. , to our extreme vexation, we were baffled for near month, either by tempeſtuous weather from the ſtern quarter, or by dead calms and heavy rains, ended with a ſultry air; ſo that it was the 25th *December* before we ſaw the Iſland of *Cocos*, which ording to our reckoning was only a hundred gues from the Continent; and even then we had mortification to make ſo little way, that we did loſe ſight of it again in five days. This Iſland found to be in the latitude of 5° : 20′ North. has a high hummock towards the weſtern part, ich deſcends gradually, and at laſt terminates in ow point to the eaſtward. From the Iſland of os we ſtood W. by N, and were till the 9th of uary in running an hundred leagues more. We d at firſt flattered ourſelves, that the uncertain ather and weſtern gales we met with were owing the neighbourhood of the Continent; from ich, as we got more diſtant, we expected every y to be relieved, by falling in with the eaſtern de-wind: But as our hopes were ſo long baffled,

and our patience quite exhauſted, we began at leng
to deſpair of ſucceeding in the great purpoſe we h
in view, that of intercepting the *Manila* galeo
This produced a general dejection amongſt us,
we had at firſt conſidered the project as almoſt i
fallible, and had indulged ourſelves in the mo
boundleſs hopes of the advantages we ſhould thenc
receive. However, our deſpondency was at l
ſomewhat alleviated, by a favourable change of th
wind; for, on the 9th of *January*, a gale ſprun
up the firſt time from the N. E. and on this w
took the *Carmelo* in tow, as the *Glouceſter* did th
Carmin, making all the ſail we could to improv
the advantage, becauſe we ſtill ſuſpected that it w
only a temporary gale, which would not laſt long
though the next day we had the ſatisfaction to find
that the wind did not only continue in the ſam
quarter, but blew with ſo much briſkneſs and ſte
dineſs, that we no longer doubted of it's being th
true trade-wind. As we now advanced a-pace to
wards our ſtation, our hopes began again to revive
and our former deſpair by degrees gave place t
more ſanguine prejudices: Inſomuch that though
the cuſtomary ſeaſon of the arrival of the galeon a
Acapulco was already elapſed; yet we were by thi
time unreaſonable enough to flatter ourſelves, tha
ſome accidental delay might, for our advantage
lengthen out her paſſage beyond it's uſual limits.

When we got into the trade-wind, we found no
alteration in it till the 17th of *January*, when w
were advanced to the latitude of 12°: 50′, but on
that day it ſhifted to the Weſtward of the North
This change we imputed to our having haled up
too ſoon, though we then eſteemed ourſelves ful
ſeventy leagues from the coaſt; whence, and by our

former

mer experience, we were fully ſatisfied, that the
de-wind doth not take place, but at a conſider-
e diſtance from the Continent. After this, the
nd was not ſo favourable to us as it had been:
owever, we ſtill continued to advance, and, on
e 26th of *January*, being then to the northward
Acapulco, we tacked and ſtood to the eaſtward,
h a view of making the land.

In the preceding fortnight we caught ſome turtle
the ſurface of the water, and ſeveral dolphins,
itoes, and albicores. One day, as one of the
-maker's mates was fiſhing from the end of the
-boom, he loſt his hold and dropped into the
y and the ſhip, which was then going at the
e of ſix or ſeven knots, went directly over him:
s we had the *Carmelo* in tow, we inſtantly cal-
out to the people on board her, who threw him
everal ends of ropes, one of which he fortu-
ly caught hold of, and twiſting it round his
, he was thereby haled into the ſhip, without
ing received any other injury than a wrench in
arm, of which he ſoon recovered.

When, on the 26th of *January*, we ſtood to the
ward, we expected, by our reckonings, to have
n in with the land on the 28th; yet though the
ther was perfectly clear, we had no ſight of it at
ſet, and therefore we continued our courſe, not
bting but we ſhould ſee it by the next morning.
out ten at night we diſcovered a light on the lar-
d bow, bearing from us N. N. E. The *Tryal*'s
e too, who was about a mile a-head of us, made
gnal at the ſame time for ſeeing a ſail: As we
none of us any doubt but what we ſaw was a
's light, we were all extremely animated with a
n perſuaſion, that it was the *Manila* galeon,

which

which had been ſo long the object of our wiſhes. And what added to our alacrity, was our expectation of meeting with two of them inſtead of one, for we took it for granted, that the light in view was carried in the top of one ſhip for a direction to her conſort. We immediately caſt off the *Carmel*, and preſſed forward with all our canvaſs, making a ſignal for the *Glouceſter* to do the ſame. Thus we chaſed the light, keeping all our hands at their reſpective quarters, under an expectation of engaging within half an hour, as we ſometimes conceived the chace to be about a mile diſtant, and at other times to be within reach of our guns; for ſome on board us poſitively averred, that beſides the light, they could plainly diſcern her ſails. The Commodore himſelf was ſo fully perſwaded that we ſhould be ſoon along ſide of her, that he ſent for his firſt Lieutenant, who commanded between decks, and directed him to ſee all the great guns loaded with two round-ſhot for the firſt broadſide, and after that with one round-ſhot and one grape, ſtrictly charging him, at the ſame time, not to ſuffer a gun to be fired, till he, the Commodore, ſhould give orders, which he informed the Lieutenant would not be till we arrived within piſtol-ſhot of the enemy. In this conſtant and eager attention we continued all night, always preſuming that another quarter of an hour would bring us up with this *Manila* ſhip, whoſe wealth, and that of her ſuppoſed conſort, we now eſtimated by round millions. But when the morning broke, and day-light came on, we were moſt ſtrangely and vexatiouſly diſappointed, by finding that the light which had occaſioned all this buſtle and expectancy, was only a fire on the ſhore. It muſt be owned, the circumſtances of

this

deception were ſo extraordinary as to be ſcarce-
credible; for, by our run during the night, and
diſtance of the land in the morning, there was
doubt to be made but this fire, when we firſt
covered it, was above twenty-five leagues from
And yet, I believe, there was no perſon on
rd who doubted of it's being a ſhip's light, or
it's being near at hand. It was indeed upon a
y high mountain, and continued burning for ſe-
al days afterwards; however, it was not a vulca-
but rather, as I ſuppoſe, a tract of ſtubble
heath, ſet on fire for ſome purpoſe of agricul-
e.

At ſun-riſing, after this mortifying deluſion, we
nd ourſelves about nine leagues off the land,
ich extended from the N. W. to E. $\frac{1}{4}$ N. On
s land we obſerved two remarkable hummocks,
ch as are uſually called paps, which bore North
m us: Theſe a *Spaniſh* Pilot and two *Indians*,
o were the only perſons amongſt us that pre-
nded to have traded in this part of the world,
rmed to be over the harbour of *Acapulco*. In-
ed, we very much doubted their knowledge of
coaſt; for we found theſe paps to be in the
itude of 17° : 56′, whereas thoſe over *Acapulco*
ſaid to be 17 degrees only; and we afterwards
und our ſuſpicions of their ſkill to be well
ounded: However, they were very confident, and
ſured us, that the height of the mountains was it-
f an infallible mark of the harbour; the coaſt,
they pretended (though falſly) being generally
w to the eaſtward and weſtward of it.

Being now in the track of the *Manila* galeon, it
as a great doubt with us (as it was near the end of
anuary) whether ſhe was or was not arrived: But
examining

examining our prisoners about it, they assured
that she was sometimes known to come in after
middle of *February*; and they endeavoured to p
suade us, that the fire we had seen on shore wa
proof that she was as yet at sea, it being custom
as they said, to make use of these fires as signals
her direction, when she continued longer out th
ordinary. On this reasoning of our prisone
strengthened by our propensity to believe them i
matter which so pleasingly flattered our wishes,
resolved to cruise for her some days; and we
cordingly spread our ships at the distance of twe
leagues from the coast, in such a manner, that
was impossible she should pass us unobserved
However, not seeing her soon, we were at int
vals inclined to suspect that she had gained her p
already; and as we now began to want a harbour
refresh our people, the uncertainty of our pres
situation gave us great uneasiness, and we were v
solicitous to get some positive intelligence, wh
might either set us at liberty to consult our neces
ties, if the galeon was arrived, or might animate
to continue our present cruise with chearfulness,
she was not. With this View the Commodo
after examining our prisoners very particularly,
solved to send a boat, under colour of the nigh
into the harbour of *Acapulco*, to see if the *Man*
ship was there or not; one of the *Indians* bein
very positive that this might be done without th
boat itself being discovered. To execute this ente
prize, the barge was dispatched the 6th of *Februar*
carrying a sufficient crew and two officers, as also
Spanish Pilot, with the *Indian* who had insisted o
the facility of this project, and had undertaken t
conduct it. Our barge did not return to us agai

the eleventh, when the officers acquainted Mr
w, that, agreeable to our ſuſpicion, there was
hing like a harbour in the place where the *Spaniſh*
ts had at firſt aſſerted *Acapulco* to lie: that after
had ſatisfied themſelves in this particular, they
ed to the eaſtward, in hopes of diſcovering it,
had coaſted along ſhore thirty-two leagues; that
is whole range they met chiefly with ſandy
hes of a great length, over which the ſea broke
ſo much violence, that it was impoſſible for a
to land; that at the end of their run they could
diſcover two paps at a very great diſtance to the
ard, which from their appearance and their
de, they concluded to be thoſe in the neighbour-
d of *Acapulco*; but that not having a ſufficient
tity of freſh water and proviſion for their paſſage
er and back again, they were obliged to return
e Commodore, to acquaint him with their
pointment. On this intelligence we all made
o the eaſtward, in order to get into the neigh-
hood of that port; the Commodore being de-
ined to ſend the barge a ſecond time upon the
enterprize, when we were arrived within a
erate diſtance. Accordingly the next day,
h was the 12th of *February*, we being by that
conſiderably advanced; the barge was again
tched, and particular inſtructions given to the
rs to preſerve themſelves from being ſeen from
hore. On the 13th we eſpied a high land to
aſtward, which we firſt imagined to be that
the harbour of *Acapulco*; but we afterwards
d that it was the high land of *Seguateneio*, where
is a ſmall harbour, of which we ſhall have
ion to make more ample mention hereafter.
waited ſix days, from the departure of our
barge,

barge, without any news of her, ſo that we be
to be uneaſy for her ſafety; but, on the 7th
that is, on the 19th of *February*, ſhe return
When the officers informed the Commodore,
they had diſcovered the harbour of *Acapulco*, w
they eſteemed to bear from us E. S. E. at leaſt
leagues diſtant: That on the 17th, about two
the morning, they were got within the Iſland
lies at the mouth of the harbour, and yet neither
Spaniſh Pilot, nor the *Indian*, could give them
information where they then were; but that
they were lying upon their oars in ſuſpence wh
do, being ignorant that they were then at the
place they ſought for, they diſcerned a ſmall
near the ſurface of the water, on which they inſta
plied their paddles, and moving as ſilently as po
towards it, they found it to be in a fiſhing ca
which they ſurprized, with three Negroes that
longed to it. It ſeems the Negroes at firſt attem
to jump overboard; and being ſo near the ſh
they would eaſily have ſwam to land; but they
prevented by preſenting a piece at them, on wh
they readily ſubmitted, and were taken into the bar
The officers further added, that they had immedia
turned the canoe adrift againſt the face of a ro
where it would inevitably be daſhed to pieces by
fury of the ſea: This they did to deceive thoſe
perhaps might be ſent from the town to ſearch a
the canoe; for upon ſeeing ſeveral remains o
wreck, they would immediately conclude that
people on board her had been drowned, and wo
have no ſuſpicion of their having fallen into
hands. When the crew of the barge had taken t
precaution, they exerted their utmoſt ſtrength
pulling out to ſea, and by dawn of day had gai
ſo

ch an offing, as rendered it impoſſible for them to ſeen from the coaſt.

Having now gotten the three Negroes in our ſſeſſion, who were not ignorant of the tranſactions *Acapulco*, we were ſoon ſatisfied about the moſt terial points which had long kept us in ſuſpence: n examining them we found, that we were indeed ppointed in our expectation of intercepting the leon before her arrival at *Acapulco*; but we learnt her circumſtances which ſtill revived our hopes, d which, we then conceived, would more than lance the opportunity we had already loſt: For o' our Negroe priſoners informed us that the galeon rived at *Acapulco* on our 9th of *January*, which s about twenty days before we fell in with this ſſ; yet they at the ſame time told us, that the leon had delivered her cargoe, and was taking in ater and proviſions in order to return, and that the iceroy of *Mexico* had by proclamation, fixed her parture from *Acapulco* to the 14th of *March, N. S.* his laſt news was moſt joyfully received by us; nce we had no doubt but ſhe muſt certainly fall to our hands, and it was much more eligible to ize her on her return, than it would have been to ave taken her before her arrival, as the ſpecies for hich ſhe had ſold her cargoe and which ſhe would ow have on board, would be prodigiouſly more to e eſteemed by us than the cargoe itſelf; great part which would have periſhed on our hands, and one of it could have been diſpoſed of by us at ſo dvantageous a mart as *Acapulco*.

Thus we were a ſecond time engaged in an eager xpectation of meeting with this *Manila* ſhip, which, y the fame of it's wealth, we had been taught to onſider as the moſt deſirable capture that was to be made

made on any part of the ocean. But ſince all o
future projects will be in ſome ſort regulated wit
view to the poſſeſſion of this celebrated galeon,
ſince the commerce which is carried on by means
theſe veſſels between the city of *Manila* and t
port of *Acapulco* is perhaps the moſt valuable,
proportion to it's quantity, of any in the know
world; I ſhall endeavour, in the enſuing chapter,
give as circumſtantial an account as I can of all t
particulars relating thereto, both as it is a matter
which I conceive the public to be in ſome deg
intereſted, and as I flatter myſelf, that from
materials which have fallen into my hands, I
enabled to deſcribe it with more diſtinctneſs than
hitherto been done, at leaſt in our language.

CHAP. X.

An account of the commerce carried on between the city of *Manila* on the Iſland of *Luconia*, and the port of *Acapulco* on the Coaſt of *Mexico*.

ABOUT the end of the 15th Century and the beginning of the 16th, the ſearching after new countries and new branches of commerce, was the reigning paſſion among ſeveral of the *European* Princes. But thoſe who engaged moſt deeply and fortunately in theſe purſuits were the Kings of *Spain* and *Portugal*; the firſt of them having diſcovered the immenſe and opulent Continent of *America* and it's adjacent Iſlands, whilſt the other, by doubling the Cape of *Good Hope*, had opened to his fleets a paſſage to the ſouthern coaſt of *Aſia*, uſually called

East-Indies, and by his ſettlements in that part of the globe, became poſſeſſed of many of the manufactures and natural productions with which it abounded, and which, for ſome ages, had been the wonder and delight of the more poliſhed and luxurious part of mankind.

In the mean time, theſe two Nations of *Spain* and *Portugal*, who were thus proſecuting the ſame views, though in different quarters of the world, grew extremely jealous of each other, and became apprehenſive of mutual encroachments. And therefore to quiet their jealouſies, and to enable them with more tranquillity to purſue the propagation of the Catholick Faith in theſe diſtant countries, (they having both of them given diſtinguiſhed marks of their zeal for their mother church, by their butchery of innocent Pagans) Pope *Alexander* VI. granted to the *Spaniſh* Crown the property and dominion of all places, either already diſcovered, or that ſhould be diſcovered an hundred leagues to the weſtward of the Iſlands of *Azores*, leaving all the unknown countries to the eaſtward of this limit, to the inquiry and diſquiſition of the *Portugueſe*: And this boundary being afterwards removed two hundred and fifty leagues more to the weſtward, by the agreement of both Nations, it was imagined that this partition would have ſuppreſſed all the ſeeds of future conteſts. For the *Spaniards* preſumed, that the *Portugueſe* would be hereby prevented from intermeddling with their colonies in *America*: And the *Portugueſe* ſuppoſed that their *Eaſt-Indian* ſettlements, and particularly the ſpice Iſlands, which they had then newly found out, were for ever ſecured from any attempts of the *Spaniſh* Nation.

But it ſeems the infallibility of the Holy Fath
had, on this occaſion, deſerted him, and for w
of being more converſant in geography, he had n
foreſeen that the *Spaniards*, by purſuing their d
coveries to the Weſt, and the *Portugueſe* to the E
might at laſt meet with each other, and be ag
embroiled; as it actually happened within a f
years afterwards. For *Ferdinand Magellan*,
officer in the King of *Portugal*'s ſervice, having
ceived ſome diſguſt from the Court, either by
defalcation of his pay, or by having his parts, a
conceived, too cheaply conſidered, he entered i
the ſervice of the King of *Spain*. As he appe
to have been a man of ability, he was deſirous
ſignalizing his talents in ſome enterprize, wh
might prove extremely vexatious to his for
Maſters, and might teach them to eſtimate his wo
from the greatneſs of the miſchief he brought u
them; this being the moſt obvious and natural m
of all fugitives, more eſpecially of thoſe, who, be
really men of capacity, have quitted their coun
by reaſon of the ſmall account that has been m
of them. *Magellan*, in purſuance of theſe vindict
views, knowing that the *Portugueſe* conſidered th
traffic to the ſpice iſlands as their moſt import
acquiſition in the Eaſt, reſolved with himſelf
inſtigate the Court of *Spain* to an attempt, wh
by ſtill puſhing their diſcoveries to the weſt w
would give them a right to interfere both in
property and commerce of thoſe renowned countri
and the King of *Spain* approving of this proj
Magellan, in the year 1519, ſet ſail from the po
Sevil, in order to carry this enterprize into execu
He had with him a conſiderable force, conſiſting
five ſhips and two hundred and thirty-four m

ith which he ſtood for the coaſt of South *America*, d ranging along ſhore, he at length, towards the d of *October*, 1520, had the good fortune to diſ- er thoſe Streights, which have ſince been denomi- ed from him, and which opened him a paſſage the *South-Seas*. This, which was the firſt part his ſcheme, being thus happily accompliſhed, he, r ſome ſtay on the coaſt of *Peru*, ſet ſail again to weſtward, with a view of falling in with the ſpice nds. In this extenſive run acroſs the *Pacific* ocean, firſt diſcovered the *Ladrones* or *Marian* Iſlands; d continuing on his courſe, he at length reached *Philippine* Iſlands, which are the moſt eaſtern part *Aſia*, where, venturing on ſhore in an hoſtile man- , and ſkirmiſhing with the *Indians*, he was ſlain. y the death of *Magellan*, his original project of ning ſome of the ſpice iſlands was defeated; for e who were left in command contented them- s with ranging through them, and purchaſing e ſpices from the natives; after which they re- ed home round the Cape of *Good Hope*, being firſt ſhips which had ever ſurrounded this ter- eous globe; and thereby demonſtrated, by a able experiment obvious to the groſſeſt and moſt ar capacity, the reality of it's long diſputed rical figure.

ut though *Spain* did not hereby acquire the pro- y of any of the ſpice iſlands, yet the diſcovery he *Philippines*, made in this expedition, was ght too conſiderable to be neglected; ſince theſe not far diſtant from thoſe places which pro- ed ſpices, and were very well ſituated for the eſe trade, and for the commerce of other parts *India*. A communication therefore was ſoon bliſhed, and carefully ſupported between theſe

Islands and the *Spanish* colonies on the coast of *Pe*
Whence the city of *Manila*, (which was built on
Island of *Luconia*, the chief of the *Philippines*)
came in a short time the mart for all *Indian* co
modities, which were bought up by the inhabita
and were annually sent to the *South-Seas* to be th
vended on their account; And the returns of t
commerce to *Manila* being principally made
silver, the place by degrees grew extremely opule
and it's trade so far increased, as to engage the
tention of the Court of *Spain*, and to be freque
controlled and regulated by royal edicts.

In the infancy of this trade, it was carried
from the port of *Callao* to the city of *Manila*,
which navigation the trade-wind continually favo
ed them; so that notwithstanding these places w
distant between three and four thousand leagues,
the voyage was often made in little more than t
months: But then the return from *Manila* was
tremely troublesome and tedious, and is said to h
sometimes lasted above a twelve-month; which,
they pretend to ply up within the limits of the tr
wind, is not at all to be wondered at. Indee
though it is asserted, that in their first voyages th
were so imprudent and unskiful as to attempt t
course; yet that route was soon laid aside by
advice, as it is said, of a Jesuit, who persuad
them to steer to the northward till they got clear
the trade-winds, and then by the favour of
westerly winds, which generally prevail in h
latitudes, to stretch away for the coast of *Californ*
This we know hath been the practice for at leas
hundred and sixty years past; as Sir *Thomas Cave*
dish, in the year 1586, engaged off the South end
California a vessel bound from *Manila* to the *Ame*
ca

coaſt. And it was in compliance with this new
n of navigation, and to ſhorten the run both
kwards and forwards, that the ſtaple of this com-
ce to and from *Manila*, was removed from *Callao*
the coaſt of *Peru*, to the port of *Acapulco* on the
t of *Mexico*, where it continues fixed to this
e.

Such was the commencement, and ſuch were the
y regulations of this commerce; but it's preſent
dition being a much more intereſting ſubject, I
t beg leave to dwell longer on this head, and to
indulged in a more particular narration, begin-
g with a deſcription of the Iſland of *Luconia*,
of the port and bay of *Manila*.

The Iſland of *Luconia*, though ſituated in the
ude of 15° North, is eſteemed to be in general
mely healthy, and the water that is found upon
is ſaid to be the beſt in the world: It produces
he fruits of the warm climates, and abounds in a
excellent breed of horſes, ſuppoſed to be car-
thither firſt from *Spain*: It is very well ſeated
the *Indian* and *Chineſe* trade; and the bay and
of *Manila*, which lies on it's weſtern ſide, is
haps the moſt remarkable on the whole globe,
bay being a large circular baſon, near ten leagues
iameter, great part of it entirely land-locked.
the eaſt ſide of this bay ſtands the city of *Manila*,
ch is large and populous; and which, at the
inning of this war, was only an open place, it's
cipal defence conſiſting in a ſmall fort, which
almoſt ſurrounded on every ſide by houſes; but
have lately made conſiderable additions to it's
ifications, though I have not yet learnt after
t manner. The port, peculiar to the city, is
ed *Cabite*, and lies near two leagues to the ſouth-

ward; and in this port all the ſhips employed
the *Acapulco* trade are uſually ſtationed. As I h
never ſeen but one engraved plan of this bay,
that in an uncommon collection, I have add
in the thirty-third plate, a plan which fell into
hands, and which differs conſiderably from
already publiſhed: But I cannot pretend to
cide, which of the two is moſt to be relied on.

The city of *Manila* itſelf is in a healthy ſituati
is well watered, and is in the neighbourhood
very fruitful and plentiful country; but as the
cipal buſineſs of this place is it's trade to *Acap*
it lies under ſome diſadvantage, from the diffi
there is in getting to ſea to the eaſtward: For
paſſage is among iſlands and through chann
where the *Spaniards*, by reaſon of their unſkil
neſs in marine affairs, waſte much time, and
often in great danger. Theſe inconveniencies wi
better apprehended by the reader from the dra
of the Iſland of *Luconia*, and of it's neighbou
iſles, (Plate XXVIth) which was taken from
enemy, and had been newly drawn and corre
but a ſhort time before.

The trade carried on from this place to Ch
and different parts of *India*, is principally for
commodities as are intended to ſupply the Ki
doms of *Mexico* and *Peru*. Theſe are ſpices,
ſorts of *Chineſe* ſilks and manufactures; particul
ſilk ſtockings, of which I have heard that no
than fifty thouſand pair were the uſual num
ſhipped in each cargoe; vaſt quantities of *In*
ſtuffs, as callicoes and chints, which are m
worn in *America*, together with other minuter
ticles, as goldſmiths work, *&c.* which is pri
pally wrought at the city of *Manila* itſelf by
Chine

...ese, for it is said there are at least twenty ...sand *Chinese* who constantly reside there, either ...ervants, manufacturers, or brokers. All these ...ferent commodities are collected at *Manila*, ...nce to be transported annually in one or more ...s, to the port of *Acapulco*, in the Kingdom of ...ico.

This trade to *Acapulco* is not laid open to all the ...bitants of *Manila*, but is confined by very par...lar regulations, somewhat analogous to those by ...ch the trade of the register ships from *Cadiz* to *West-Indies* is restrained. The ships employed ...in are found by the King of *Spain*, who pays ... officers and crew; and the tunnage is divided ... a certain number of bales, all of the same size: ...se are distributed amongst the Convents at *Ma...*, but principally to the Jesuits, as a donation, ...pport their missions for the propagation of the ...holick Faith; and the Convents have thereby ...ght to embark such a quantity of goods on ...rd the *Manila* ship, as the tunnage of their ... amounts to; or if they chuse not to be con...ed in trade themselves, they have the power of ...ing this privilege to others. Nor is it uncom...n when the merchant to whom they sell their ...n is unprovided of a stock, for the Convents ...lend him considerable sums of money on bot...ry.

The trade is by the royal edicts limited to a cer... value, which the annual cargoe ought not to ...ed. Some *Spanish* manuscripts, I have seen, ...ntion this limitation to be 600,000 dollars; but ... annual cargoe does certainly surpass this sum; ... though it may be difficult to fix it's exact va... yet from many comparisons I conclude, that

the return cannot be much ſhort of three millio
of dollars.

As it is ſufficiently obvious, that the grea
ſhare of the treaſure returned from *Acapulco* to *M*
nila, does not remain in that place, but is ag
diſperſed into different parts of *India*; and as
European Nations have generally eſteemed it go
policy to keep their *American* ſettlements in an i
mediate dependance on their mother country, wi
out permitting them to carry on directly any g
ful traffick with other powers; theſe conſiderat
have occaſioned many remonſtrances to be preſen
to the Court of *Spain* againſt this *Indian* trade, a
lowed to the Kingdom of *Mexico*. It has be
urged, that the ſilk manufactures of *Valencia* a
other parts of *Spain* are hereby greatly prejudic
and the linnens carried from *Cadiz* much injured
their ſale: Since the *Chineſe* ſilks coming almo
directly to *Acapulco*, can be afforded conſid
rably cheaper there than any *European* manufactu
of equal goodneſs; and the cottons from the *Co*
mondel coaſt, make the *European* linnens nearly u
leſs. So that the *Manila* trade renders both *Me*
co and *Peru* leſs dependant upon *Spain* for a ſupp
of their neceſſities than they ought to be: and e
hauſts thoſe countries of a conſiderable quantity
ſilver, the greateſt part of which, were this tra
prohibited, would center in *Spain*, either in pa
ment for *Spaniſh* commodities, or in gains to th
Spaniſh merchant: Whereas now the only adva
tage which ariſes from it is, the enriching the J
ſuits and a few particular perſons beſides, at th
other extremity of the world. Theſe argumen
did ſo far influence Don *Joſeph Patinho*, who w
formerly prime Miniſter, and an enemy to the Je

ſuits

ies, that about the year 1725, he had resolved to
olish this trade, and to have permitted no *Indian*
mmodities to be introduced into any of the *Spa-*
ports in the *West-Indies*, except such as were
ought thither by the register ships from *Europe*.
the powerful intrigues of the Jesuits prevented
regulation from taking place.

This trade from *Manila* to *Acapulco* and back a-
in, is usually carried on in one or at most two
nal ships, which set sail from *Manila* about
y, and arrive at *Acapulco* in the *December*, *Ja-*
ry, or *February* following; and having there
posed of their effects, return for *Manila* some
e in *March*, where they generally arrive in *June*;
that the whole voyage takes up very near an en-
year. For this reason, though there is often no
e than one ship freighted at a time, yet there is
ys one ready for the sea when the other arrives;
therefore the commerce at *Manila* is provided
h three or four stout ships, that, in case of any
dent, the trade may not be suspended. The
gest of these ships, whose name I have not learnt,
described as little less than one of our first rate
of war, and indeed she must be of an enor-
us size, as it is known, that when she was em-
yed with other ships from the same port, to
ise for our *China* trade, she had no less than
ive hundred men on board. Their other ships,
ugh far inferior in bulk to this, are yet stout
e vessels, of the burthen of twelve hundred tun
upwards, and usually carry from three hundred
fifty to six hundred hands, passengers included,
h fifty odd guns. As these are all King's ships
mmissioned and paid by him, there is usually one
ongst the Captains, stiled the General, and he

carries

carries the royal ſtandard of *Spain* at the main-to
gallant maſt-head, as we ſhall more particularly ob
ſerve hereafter.

And now having deſcribed the city and port o
Manila, and the ſhipping employed by it's inhabi
tants, it is neceſſary to give a more circumſtanti
detail of the navigation from thence to *Acapul*
The ſhip having received her cargoe on board, an
being fitted for the ſea, generally weighs from th
mole of *Cabite* about the middle of *July*, takin
the advantage of the weſterly monſoon, which the
ſets in. It appears by the chart already referred to
that the getting through the channel called the Bo
cadero, to the eaſtward muſt be a troubleſome na
vigation, and in fact, it is ſometimes the end o
Auguſt before they compleat it. When they ha
cleared this paſſage, and are diſintangled from th
Iſlands, they ſtand to the northward of the eaſt, u
they arrive in the latitude of thirty degrees or up
wards, where they expect to meet with weſterly
winds, before which they ſtretch away for the coa
of *California*. To give a better idea of the trad
which they hold in this navigation, I have inſerte
towards the latter end of the third book, the copy
of a manuſcript chart, that was taken on board on
of theſe ſhips, on which I have laid down the pa
ticular route of this veſſel, both in her paſſage fro
Manila to *Acapulco*, and from *Acapulco* back again
In this chart (as it was drawn for the uſe of th
Spaniſh General) there are contained all the diſco
veries the *Manila* ſhips have at any time made i
traverſing the vaſt Ocean between the *Philippi*
Iſlands and the coaſt of *Mexico*; whence it appea
how minute and inconſiderable thoſe fragments o
land are which lie diſperſed in that prodigious ſea

is indeed moſt remarkable, that by the concurrent
ſtimony of all the *Spaniſh* Navigators, there is
t one port, nor even a tolerable road as yet found
t betwixt the *Philippine* Iſlands and the coaſt of
lifornia: So that from the time the *Manila* ſhip
ſt loſes ſight of land, ſhe never lets go her an-
or till ſhe arrives on the coaſt of *California*, and
y often not till ſhe gets to it's ſouthermoſt ex-
mity. As this voyage is rarely of leſs than ſix
onths continuance, and the ſhip is deep laden
ith merchandize and crowded with people; it
y appear wonderful how they can be ſupplied
h a ſtock of freſh water for ſo long a time. The
thod of procuring it, is indeed extremely ſingu-
, and deſerves a very particular recital.

It is well known to thoſe who are acquainted
ith the *Spaniſh* cuſtoms in the *South-Seas*, that
ir water is preſerved on ſhip-board not in caſks
t in earthen jars, which in ſome ſort reſemble the
ge oil jars we often ſee in *Europe*. When the
nila ſhip firſt puts to ſea, ſhe takes on board a
ch greater quantity of water than can be ſtowed
tween decks, and the jars which contain it are
ng all about the ſhrouds and ſtays, ſo as to exhi-
t at a diſtance a very odd appearance. Though
is one convenience of their jars that they are
ch more manageable than caſks, and are liable
no leekage, unleſs they are broken; yet it is ſuf-
iently obvious, that a ſix, or even a three months
re of water, could never be ſtowed in a ſhip ſo
aded, by any management whatever; and there-
re without ſome other ſupply, this navigation
uld not be performed. A ſupply indeed they
ve, but the reliance upon it ſeems at firſt ſight
extreamly precarious, that it is wonderful ſuch

numbers

numbers ſhould riſque the periſhing by the mo
dreadful of all deaths, on the expectation of ſo c
ſual a relief. In ſhort, their only method of r
cruiting their water is by the rains, which th
meet with between the latitudes of 30 and 4
North, and which they are always prepared
catch. For this purpoſe they take to ſea wi
them a great number of mats, which, whene
the rain deſcends, they range ſlopingly againſt t
gunwale, from one end of the ſhip to the othe
their lower edges reſting on a large ſplit bamboe
whence all the water which falls on the mats, dra
into the bamboe, and by this, as a trough, is co
veyed into a jar. And this method of furniſhi
themſelves with water, however accidental and e
traordinary it may at firſt ſight appear, hath nev
been known to fail them, but it hath been comm
for them, when their voyage is a little longer th
uſual, to fill all their water jars ſeveral times over.

However, though their diſtreſſes for freſh wate
are much ſhort of what might be expected in ſo t
dious a navigation; yet there are other incon
veniences generally attendant upon a long conti
nuance at ſea, from which they are not exempte
The principal of theſe is the ſcurvy, which ſome
times rages with extreme violence, and deſtroy
great numbers of the people; but at other time
their paſſage to *Acapulco* (of which alone I would
be here underſtood to ſpeak) is performed wit
little loſs.

The length of time employed in this paſſage, f
much beyond what uſually occurs in any othe
known navigation, is perhaps in part to be imputed
to the indolence and unſkilfulneſs of the *Spaniſh*
ſailors, and to an unneceſſary degree of caution, o

pretence

tence of the great riches of the veſſel: For it is
d, that they rarely ſet their main-ſail in the
ght, and often lie by unneceſſarily. Thus much
certain, that the inſtructions given to their Cap-
ns (which I have ſeen) ſeem to have been drawn
by ſuch as were more apprehenſive of too ſtrong
gale, though favourable, than of the inconve-
nces and mortality attending a lingering and te-
us voyage. For the Captain is particularly or-
ed to make his paſſage in the latitude of 30 de-
es, if poſſible, and to be extreamly careful to
nd no farther to the northward than is abſolutely
ceſſary for the getting a weſterly wind. This,
ording to our conceptions, appears to be a very
ſurd reſtriction; ſince it can ſcarcely be doubted,
t that in the higher latitudes the weſterly winds
much ſteadier and briſker than in the latitude of
degrees. Indeed the whole conduct of this na-
gation ſeems liable to very great cenſure. Since,
inſtead of ſteering E. N. E. into the latitude of
degrees, they at firſt ſtood N. E, or even ſtill
ore northerly, into the latitude of 40 or 45 de-
es, in part of which coaſt the trade-winds would
eatly aſſiſt them, I doubt not but by this manage-
nt they might conſiderably contract their voy-
, and perhaps perform it in half the time, which
now allotted for it. This may in ſome meaſure
deduced from their own journals, ſince in thoſe
ave ſeen, it appears, that they are often a month
ſix weeks after their laying the land, before they
into the latitude of 30 degrees; whereas, with
more northerly courſe, it might eaſily be done in
s than a fortnight. Now when they were once
ll advanced to the northward, the weſterly winds
ould ſoon blow them over to the coaſt of *Califor-*

nia,

nia, and they would be thereby freed from
other embaraſſments, to which they are at pre
ſubjected, only at the expence of a rough ſea an
ſtiff gale. This is not merely matter of ſpeculatio
for I am credibly informed, that about the y
1721, a *French* ſhip, by purſuing this courſe,
from the coaſt of *China* to the valley of *Vandr*
on the coaſt of *Mexico*, in leſs than fifty days:
it was ſaid, that notwithſtanding the ſhortnes
her paſſage, ſhe ſuffered prodigiouſly by the ſcur
ſo that ſhe had only four or five of her crew
maining alive when ſhe arrived in *America*.

However, I ſhall deſcant no longer on the p
bability of performing this voyage in a mo
ſhorter time, but ſhall content myſelf with recit
the actual occurrences of the preſent navigatio
The *Manila* ſhip having ſtood ſo far to the nor
ward as to meet with a weſterly wind, ſtretche
way nearly in the ſame latitude for the coaſt of C
lifornia: And when ſhe has run into the longitu
of about 100 degrees from Cape *Eſpiritu Santo*,
generally finds a plant floating on the ſea, whic
being called *Porra* by the *Spaniards*, is, I preſum
a ſpecies of ſea-leek. On the ſight of this pla
they eſteem themſelves ſufficiently near the Ca
fornian ſhore, and immediately ſtand to the ſouth
ward; and they rely ſo much on this circumſtanc
that on the firſt diſcovery of the plant, the whol
ſhip's company chaunt a ſolemn *Te Deum*, eſteem
ing the difficulties and hazards of their paſſage to b
now at an end; and they conſtantly correct the
longitude thereby, without ever coming with
ſight of land. After falling in with theſe Stone
as they denominate them, they ſteer to the ſouth
ward, without endeavouring to approach the coaſt
till

they have run into a lower latitude; for as there many iſlands, and ſome ſhoals adjacent to *California*, the extreme caution of the *Spaniſh* navigators, renders them very apprehenſive of being engaged with the land: However, when they draw near it's ſouthern extremity, they venture to hale in, both for the ſake of making Cape *St Lucas* to ascertain their reckoning, and alſo to receive intelligence from the *Indian* inhabitants, whether or no there are any enemies on the coaſt; and this laſt circumſtance, which is a particular article in the Captain's inſtructions, obliges us to mention the late proceedings of the Jeſuits amongſt the *Californian Indians*.

Since the firſt diſcovery of *California*, there have been various wandering Miſſionaries who have viſited it at different times, though to little purpoſe: but of late years the Jeſuits, encouraged and ſupported by a large donation from the Marquis *de Villera*, a moſt munificent bigot, have fixed themſelves upon the place, and have there eſtabliſhed a very conſiderable miſſion. Their principal ſettlement lies juſt within Cape *St Lucas*, where they have collected a great number of ſavages, and have endeavoured to inure them to agriculture and other mechanic arts: Nor have their efforts been altogether ineffectual; for they have planted vines at their ſettlements with very good ſucceſs, ſo that they already make a conſiderable quantity of wine, which begins to be eſteemed in the neighbouring kingdom of *Mexito*; it reſembling in flavour the inferior ſorts of *Madera*.

The Jeſuits then being thus firmly rooted on *California*, they have already extended their juriſdiction quite a-croſs the country from ſea to ſea, and

are

are endeavouring to ſpread their influence farther
the northward; with which view they have ma
ſeveral expeditions up the gulf between *Califor*
and *Mexico*, in order to diſcover the nature of
adjacent countries, all which they hope hereafter
bring under their power. And being thus occupi
in advancing the intereſts of their ſociety, it is
wonder if ſome ſhare of attention is engaged abo
the ſecurity of the *Manila* ſhip, in which their Co
vents at *Manila* are ſo deeply concerned. For th
purpoſe there are refreſhments, as fruits, wine, w
ter, *&c.* conſtantly kept in readineſs for her; a
there is beſides care taken at Cape *St Lucas*, to loo
out for any ſhip of the enemy, which might be cru
ing there to intercept her; this being a ſtation whi
ſhe is conſtantly expected, and where ſhe has be
often waited for and fought with, though general
with little ſucceſs. In conſequence then of t
meaſures mutually ſettled between the Jeſuits
Manila and their brethren at *California*, the Capta
of the galeon is ordered to fall in with the land
the northward of Cape *St Lucas*, where the inhab
tants are directed, on ſight of the veſſel, to ma
the proper ſignals with fires. On diſcovering the
fires, the Captain is to ſend his launch on ſho
with twenty men, well armed, who are to car
with them the letters from the Convents at *Mani*
to the *Californian* Miſſionaries, and are to brin
back the refreſhments which will be prepared for th
ſhip, and likewiſe intelligence whether or no the
are any enemies on the coaſt. If the Captain find
from the account which is ſent him, that he has no
thing to fear, he is directed to proceed for Cap
St Lucas, and thence to Cape *Corientes*, afte
whic

ich he is to coaſt it along for the port of *Aca-*

The moſt uſual time of the arrival of the galeon *Acapulco*, is towards the middle of *January*: But navigation is ſo uncertain, that ſhe ſometimes in a month ſooner, and at other times has been ined at ſea above a month longer. The port of *pulco* is by much the ſecureſt and fineſt in all the thern parts of the *Pacific* Ocean, being, as it , a baſon ſurrounded by very high mountains: the town is a moſt wretched place, and ex-ely unhealthy, for the air about it is ſo pent up he hills that it has ſcarcely any circulation. *A-lco* is beſides deſtitute of freſh water, except is brought from a conſiderable diſtance, and is ll reſpects ſo inconvenient, that except at the of the mart, whilſt the *Manila* galeon is in the , it is almoſt deſerted. To compenſate in e meaſure for the ſhortneſs of this deſcription, re inſerted, in the ſame plate with the bay of *ila* abovementioned, a plan of this town of it's port and citadel, in which are likewiſe n the new works which were added on their intelligence of the equipment of our ſquadron. his plan was taken from the *Spaniards*, I can-nſwer for it's accuracy; but having ſeen two or other *Spaniſh* draughts of the place, I con-, by comparing them together, that this I here inſerted is not very diſtant from the

hen the galeon arrives in this port, ſhe is ge-lly moored on it's weſtern ſide to the two trees ed in the plan, and her cargoe is delivered all poſſible expedition. And now the town of *pulco*, from almoſt a ſolitude, is immediately

 thronged

thronged with Merchants from all parts of the kin
dom of *Mexico*. The cargoe being landed and d
poſed of, the ſilver and the goods intended for *M*
nila are taken on board, together with proviſi
and water, and the ſhip prepares to put to ſea w
the utmoſt expedition. There is indeed no time
be loſt; for it is an expreſs order to the Captain
be out of the port of *Acapulco* on his return, bef
the firſt day of *April*, *N. S.*

Having mentioned the goods intended for *Ma*
la, I muſt obſerve, that the principal return is
ways made in ſilver, and conſequently the reſt
the cargoe is but of little account, the other artic
beſides the ſilver, being ſome cochineal and a
ſweetmeats, the produce of the *American* ſet
ments, together with *European* millinery ware
the women at *Manila*, and ſome *Spaniſh* wi
ſuch as tent and ſherry, which are intended for
uſe of their Prieſts in the adminiſtration of the
crament.

And this difference in the cargoe of the ſhip
and from *Manila*, occaſions a very remarkable
riety in the manner of equipping her for theſe
different voyages. For the galeon, when ſhe
ſail from *Manila*, being deep laden with a variet
bulky goods; ſhe has not the conveniency
mounting her lower tier of guns, but carries th
in her hold, till ſhe draws near Cape *St Lucas*,
is apprehenſive of an enemy. Her hands too
as few as is conſiſtent with the ſafety of the ſ
that ſhe may be leſs peſtered by the ſtowage of
viſions. But on her return from *Acapulco*, as
cargoe lies in leſs room, her lower tier is (or o
to be) always mounted before ſhe leaves the p
and her crew is augmented with a ſupply of ſail

d with one or two companies of foot, which are ended to reinforce the garriſon at *Manila*. Be- es, there being many Merchants who take their ſſage to *Manila* on board the galeon, her whole mber of hands on her return is uſually little ſhort ſix hundred, all which are eaſily provided for, reaſon of the ſmall ſtowage neceſſary for the er.

The galeon being thus fitted in order to her re- n, the Captain, on leaving the port of *Acapulco*, ers for the latitude of 13° or 14°, and then con- es on that parallel, till he gets ſight of the nd of *Guam*, one of the *Ladrones*. In this run Captain is particularly directed to be careful of ſhoals of *St Bartholomew*, and of the Iſland of *parico*. He is alſo told in his inſtructions, that prevent his paſſing the *Ladrones* in the dark, re are orders given that, through all the month *June*, fires ſhall be lighted every night on the heſt part of *Guam* and *Rota*, and kept in till the rning.

At *Guam* there is a ſmall *Spaniſh* garriſon, (as will more particularly mentioned hereafter) purpoſely ended to ſecure that place for the refreſhment of galeon, and to yield her all the aſſiſtance in their er. However, the danger of the road at *Guam* o great, that though the galeon is ordered to call re, yet ſhe rarely ſtays above a day or two; but ting her water and refreſhments on board as ſoon poſſible, ſhe ſteers away directly for Cape *Eſpiritu to*, on the Iſland of *Samal*. Here the Captain is in ordered to look out for ſignals; and he is d, that centinels will be poſted not only on that e, but likewiſe in *Catanduanas*, *Butuſan*, *Birri- ngo*, and on the Iſland of *Batan*. Theſe centi-

nels are inſtructed to make a fire when they diſcove
the ſhip, which the Captain is carefully to obſerve
For if after this firſt fire is extinguiſhed, he pe
ceives that four or more are lighted up again, he
then to conclude that there are enemies on t
coaſt; and on this he is immediately to endeavo
to ſpeak with the centinel on ſhore, and to procu
from him more particular intelligence of their forc
and of the ſtation they cruize in; purſuant
which, he is to regulate his conduct, and to ende
vour to gain ſome ſecure port amongſt thoſe Iſland
without coming in ſight of the enemy; and in c
he ſhould be diſcovered when in port, and ſhou
be apprehenſive of an attack, he muſt land his tre
ſure, and muſt take ſome of his artillery on ſho
for it's defence, not neglecting to ſend frequent a
particular accounts to the city of *Manila* of all th
paſſes. But if after the firſt fire on ſhore, the Ca
tain obſerves that two others only are made by t
centinels, he is then to conclude that there is n
thing to fear: And he is to purſue his courſe wit
out interruption, making the beſt of his way to t
port of *Cabite*, which is the port to the city of *M*
nila, and the conſtant ſtation for all ſhips employ
in this commerce to *Acapulco*.

CHA

CHAP. XI.

Our cruiſe off the port of *Acapulco* for the *Manila* ſhip.

I HAVE already mentioned, in the ninth chapter, that the return of our barge from the port of *Acapulco*, where ſhe had ſurprized three Negro fiſhermen, gave us inexpreſſible ſatisfaction; as we learnt from our priſoners, that the galeon was then preparing to put to ſea, and that her departure was fixed, by an edict of the Viceroy of *Mexico*, to the 11th of *March*, *N. S.* that is, to the 3d of *March*, according to our reckoning.

What related to this *Manila* ſhip being the matter to which we were moſt attentive, it was neceſſarily the firſt article of our examination; but having ſatisfied ourſelves upon this head, we then indulged our curioſity in enquiring after other news; when the priſoners informed us, that they had received intelligence at *Acapulco*, of our having plundered and burnt the town of *Paita*; and that, on this occaſion, the Governor of *Acapulco* had augmented the fortifications of the place, and had taken ſeveral precautions to prevent us from forcing our way into the harbour; that in particular, he had planted a guard on the Iſland which lies at the harbour's mouth, and that this guard had been withdrawn but two nights before the arrival of our barge: So that had the barge ſucceeded in her firſt attempt, or had ſhe arrived at the port the ſecond time two days ſooner, ſhe could ſcarcely have avoided being ſeized on; or if ſhe had eſcaped, it muſt have been

with the loſs of the greateſt part of her crew, as ſh
would have been under the fire of the guard b
fore ſhe had known her danger.

The withdrawing of this guard was a circu
ſtance that gave us much pleaſure, ſince it ſeem
to demonſtrate not only that the enemy had not
yet diſcovered us, but likewiſe that they had no
no farther apprehenſions of our viſiting their coa
Indeed the priſoners aſſured us, that they had
knowledge of our being in thoſe ſeas, and that th
had therefore flattered themſelves, that, in the lo
interval from our taking of *Paita*, we had ſteer
another courſe. But we did not conſider the op
nion of theſe Negro priſoners as ſo authentick
proof of our being hitherto concealed, as t
withdrawing of the guard from the harbou
mouth; for this being the action of the Governo
was of all arguments the moſt convincing, as
might be ſuppoſed to have intelligence, with whi
the reſt of the inhabitants were unacquainted.

Satisfied therefore that we were undiſcovered, a
that the day was fixed for the departure of the g
leon from *Acapulco*; we made all neceſſary prepar
tions, and waited with the utmoſt impatience f
the important moment. As it was the 19th of F
bruary when the barge returned and brought us o
intelligence, and the galeon was not to ſail till t
3d of *March*; the Commodore reſolved to co
tinue the greateſt part of the intermediate ti
on his preſent ſtation, to the weſtward of *Acapul*
conceiving that in this ſituation there would be l
danger of his being ſeen from the ſhore, which w
the only circumſtance that could deprive us of t
immenſe treaſure, on which we had at preſent
eagerly fixed our thoughts. During this interv

e were employed in ſcrubbing and cleanſing our ips bottoms, in bringing them into their moſt vantageous trim, and in regulating the orders, gnals, and poſitions, to be obſerved, when we ould arrive off *Acapulco*, and the time appointed r the departure of the galeon ſhould draw gh.

It was on the firſt of *March* we made the high nds, uſually called the paps over *Acapulco*, and t with all poſſible expedition into the ſituation eſcribed by the Commodore's orders. The di- ibution of our ſquadron on this occaſion, both r the intercepting the galeon, and for the avoid- g a diſcovery from the ſhore, was ſo very judi- ous, that it well merits to be diſtinctly deſcribed. he order of it was thus: The *Centurion* brought e paps over the harbour to bear N. N. E, at fif- n leagues diſtance, which was a ſufficient offing prevent our being ſeen by the enemy. To the eſtward of the *Centurion* there was ſtationed the *rmelo*, and to the eaſtward the *Tryal*'s Prize, the *loucester*, and the *Carmin*: Theſe were all ranged a circular line, and each ſhip was three leagues ſtant from the next; ſo that the *Carmelo* and the *rmin*, which were the two extremes, were twelve gues removed from each other: And as the ga- on could, without doubt, be diſcerned at ſix gues diſtance from either extremity; the whole eep of our ſquadron, within which nothing could s undiſcovered, was at leaſt twenty-four leagues extent; and yet we were ſo connected by our gnals, as to be eaſily and ſpeedily informed of hat was ſeen in any part of the line. To render is diſpoſition ſtill more compleat, and to prevent en the poſſibility of the galeon's eſcaping us in-

the night, the two Cutters belonging to the *Centurion* and the *Glouceſter*, were both manned and ſent in ſhore, and commanded to lie all day at the diſtance of four or five leagues from the entrance of the port, where, by reaſon of their ſmallneſs, they could not poſſibly be diſcovered; but in the night they were directed to ſtand nearer to the harbour mouth, and as the light of the morning approached to come back again to their day-poſts. When the Cutters ſhould firſt diſcern the *Manila* ſhip, one of them was to return to the ſquadron, and to make the ſignal, whether the galeon ſtood to the eaſtward or to the weſtward; whilſt the other was to follow the galeon at a diſtance, and if it grew dark, to direct the ſquadron in their chace, by ſhewing falſe fires. The particular ſituation of each ſhip and of the Cutters, and the bearings from each other, which they were to obſerve in order to keep their ſtations, will be better underſtood by the delineation exhibited in the XXVIIth plate; a draught of which was delivered to each of the Commanders at the ſame time with their orders.

Beſides the care we had taken to prevent the galeon from paſſing by us unobſerved, we had not been inattentive to the means of engaging her to advantage when we came up with her: For conſidering the thinneſs of our crews, and the vaunting accounts given by the *Spaniards* of her ſize, her guns, and her ſtrength, this was a conſideration not to be neglected. As we ſuppoſed that none of our ſhips but the *Centurion* and *Glouceſter* were capable of lying along ſide of her, we took on board the *Centurion* all the hands belonging to the *Carmelo* and *Carmin*, except what were juſt ſufficient to navigate thoſe ſhips; and Captain *Saunders* was ordered to

ſend

d from the *Tryal*'s Prize ten *Engliſhmen*, and as
any Negroes, to reinforce the crew of the *Glouceſter*.
t the ſame time for the encouragement of our
egroes, of which we had a conſiderable number
board, we promiſed them, that on their good
haviour they ſhould have their freedom. As they
d been almoſt every day trained to the manage-
ent of the great guns for the two preceding months,
ey were very well qualified to be of ſervice to us;
d from their hopes of liberty, and in return for
e kind uſage they had met with amongſt us, they
emed diſpoſed to exert themſelves to the utmoſt of
eir power, whenever we ſhould have occaſion for
em.

Being thus prepared for the reception of the
leon, we expected, with the utmoſt impatience,
e often mentioned 3d of *March*, the day fixed for
r departure. No ſooner did that day dawn than
e were all of us moſt eagerly engaged in looking
t towards *Acapulco*, from whence neither the caſual
ties on board nor the calls of hunger could eaſily
vert our eyes; and we were ſo ſtrangely pre-
ſſeſſed with the certainty of our intelligence, and
th an aſſurance of her coming out of port, that
ne or other amongſt us were conſtantly imagining
at they diſcovered one of our Cutters returning
th a ſignal. But to our extreme vexation, both
is day and the ſucceeding night paſſed over, with-
t any news of the galeon: However, we did not
t deſpair, but were all heartily diſpoſed to flatter
rſelves, that ſome unforeſeen accident had inter-
ned, which might have put off her departure for
few days; and ſuggeſtions of this kind occurred
plenty, as we knew that the time fixed by the
iceroy for her ſailing, was often prolonged on the

petition

petition of the Merchants of *Mexico*. Thus we k
up our hopes, and did not abate of our vigilanc
and as the 7th of *March* was *Sunday*, the beginni
of Paſſion-week, which is obſerved by the Papi
with great ſtrictneſs, and a total ceſſation from
kinds of labour, ſo that no ſhip is permitted to
out of port, during the whole week, this quie
our apprehenſions for ſome time, and diſpoſed
not to expect the galeon till the week followi
On the *Friday* in this week our Cutters returned
us, and the officers on board them were very co
fident that the galeon was ſtill in port; for that
could not poſſibly have come out, but they m
have ſeen her. The *Monday* morning followi
that is, on the 15th of *March*, the Cutters w
again diſpatched to their old ſtation, and our hop
were once more indulged in as ſanguine propoſſeſſio
as before; but in a week's time our eagerneſs w
greatly abated, and a general dejection and de
pondency took place in it's room. It is true, the
were ſome few amongſt us who ſtill kept up the
ſpirits, and were very ingenious in finding o
reaſons to ſatisfy themſelves, that the diſappoin
ment we had hitherto met with had only be
occaſioned by a caſual delay of the galeon, which
few days would remove, and not by a total ſu
penſion of her departure for the whole ſeaſon: B
theſe ſpeculations were not adopted by the generali
of our people; for they were perſuaded that th
enemy had, by ſome accident, diſcovered our bein
upon the coaſt, and had therefore laid an embarg
on the galeon till the next year. And indeed thi
perſuaſion was but too well founded; for we afte
wards learnt, that our barge, when ſent on th
diſcovery of the port of *Acapulco*, had been ſee
from

m the ſhore; and that this circumſtance (no em-
kations but canoes ever frequenting that coaſt)
s to them a ſufficient proof of the neighbourhood
our ſquadron; on which, they ſtopped the galeon
the ſucceeding year.

The Commodore himſelf, though he declared not
opinion, was yet in his own thoughts appre-
ſive that we were diſcovered, and that the de-
ture of the galeon was put off; and he had,
conſequence of this opinion, formed a plan for
ſeſſing himſelf of *Acapulco*; becauſe he had no
ubt but the treaſure as yet remained in the town,
n though the orders for diſpatching of the galeon
re countermanded. Indeed the place was too
ll defended to be carried by an open attempt;
ce beſides the garriſon and the crew of the galeon,
re were in it at leaſt a thouſand men well armed,
o had marched thither as guards to the treaſure,
en it was brought down from the city of *Mexico*:
r the roads thereabouts are ſo much infeſted either
independent *Indians* or fugitives, that the *Spa-
rds* never truſt the ſilver without an armed force
protect it. Beſides, had the ſtrength of the place
en leſs conſiderable, and ſuch as might not have
peared ſuperior to the efforts of our ſquadron, yet
declared attack would have prevented us receiving
y advantages from it's ſucceſs; for upon the firſt
ſcovery of our ſquadron, all the treaſure would
ve been ordered into the country, and in a few
urs would have been out of our reach; ſo that our
nqueſt would have been only a deſolate town,
here we ſhould have found nothing that could in
e leaſt have countervailed the fatigue and hazard
f the undertaking.

For

For theſe reaſons, the ſurpriſal of the place w
the only method that could at all anſwer our purpo
and therefore the manner in which Mr *Anſon* p
poſed to conduct this enterprize was, by ſetting
with the ſquadron in the evening, time enough
arrive at the port in the night. As there is
danger on that coaſt, he would have ſtood bol
for the harbour's mouth, where he expected to
rive, and perhaps might have entered, before
Spaniards were acquainted with his deſigns: As ſo
as he had run into the harbour, he intended to ha
puſh'd two hundred of his men on ſhore in his boa
who were immediately to attempt the fort mark
(C) in the plan mentioned in the preceding chapte
whilſt he, the Commodore, with his ſhips, w
employed in firing upon the town and the oth
batteries. And theſe different operations, whi
would have been executed with great regularit
could hardly have failed of ſucceeding againſt
enemy, who would have been prevented by th
ſuddenneſs of the attack, and by the want of da
light, from concerting any meaſures for their d
fence: So that it was extremely probable that w
ſhould have carried the fort by ſtorm; and then th
other batteries, being open behind, muſt have bee
ſoon abandoned; after which, the town, and it
inhabitants, and all the treaſure, muſt neceſſaril
have fallen into our hands. For the place is ſo coope
up with mountains, that it is ſcarcely poſſible to e
cape out of it, but by the great road, mark'd (H. H.
in the plan, which paſſes under the fort. This wa
the project which the Commodore had thus far ſettle
generally in his thoughts; but when he began to
inquire into ſuch circumſtances as were neceſſary to
be conſidered in order to regulate the particulars of
it's

execution, he found there was a difficulty, which, ing inſuperable, occaſioned the enterprize to be d aſide: As on examining the priſoners about the nds which prevail near the ſhore, he learnt (and was afterwards confirmed by the officers of our tters) that nearer in ſhore there was always a dead m for the greateſt part of the night, and that to- rds morning, when a gale ſprung up, it con- ntly blew off the land; ſo that the ſetting ſail m our preſent ſtation in the evening, and arriving *Acapulco* before before day-light, was impoſſible. This ſcheme, as hath been ſaid, was formed by e Commodore, upon a ſuppoſition that the galeon s detained till the next year: But as this was a tter of opinion only, and not founded on intel- gence, and there was a poſſibility that ſhe might ll put to ſea in a ſhort time, the Commodore ought it prudent to continue cruiſing on his pre- nt ſtation, as long as the neceſſary attention to his ores of wood and water, and to the convenient ſon for his future paſſage to *China*, would give m leave. And therefore, as the Cutters had been dered to remain before *Acapulco* till the 23d of *March*, the ſquadron did not change it's poſition ll that day; when the Cutters not appearing, we ere in ſome pain for them, apprehending they ight have ſuffered either from the enemy or the eather; but we were relieved from our concern e next morning, when we diſcovered them, though a great diſtance, and to the leeward of the ſqua- ron. We bore down to them and took them up, nd were informed by them, that, conformable to heir orders, they had left their ſtation the day before, ithout having ſeen any thing of the galeon; and e found, that the reaſon of their being ſo far to the leeward

leeward of us was a ſtrong current, which had driv
the whole ſquadron to windward.

And here it is neceſſary to mention, that, by i
formation which was afterwards received, it a
peared that this prolongation of our cruiſe wa
very prudent meaſure, and afforded us no co
temptible chance of ſeizing the treaſure, on whi
we had ſo long fixed our thoughts. For after t
embargo was laid on the galeon, as is befo
mentioned, the perſons principally intereſted in t
cargoe diſpatched ſeveral expreſſes to *Mexico*, to be
that ſhe might ſtill be permitted to depart: It ſeem
they knew, by the accounts ſent from *Paita*, th
we had not more than three hundred men in a
whence they inſiſted that there was nothing to b
feared; as the galeon, carrying above twice as man
hands as our whole ſqnadron, would be greatly a
overmatch for us. And though the Viceroy w
inflexible, yet, on the account of their repreſentation
ſhe was kept ready for the ſea near three weeks afte
the firſt order came to detain her.

When we had taken up the Cutters, all the ſhip
being joined, the Commodore made a ſignal t
ſpeak with their Commanders; and upon enquir
into the ſtock of freſh water remaining on board th
ſquadron, it was found to be ſo very ſlender, tha
we were under a neceſſity of quitting our ſtation t
procure a freſh ſupply. Conſulting what place wa
the propereſt for this purpoſe, it was agreed, tha
the harbour of *Seguatanejo* or *Chequetan* being th
neareſt, was, on that account, the moſt eligible
ſo that it was immediately reſolved to make th
beſt of our way thither: But that, even while we
werer recruiting our water, we might not totally
abandon our views upon the galeon, which perhaps,

from

om certain intelligence of our being employed at *Sequetan*, might venture to ſlip out to ſea; our utter, under the command of Mr *Hughes*, the ieutenant of the *Tryal*'s Prize, was ordered to uiſe off the port of *Acapulco* for twenty-four days; at if the galeon ſhould ſet ſail in that interval, we ight be ſpeedily inform'd of it. In purſuance of eſe reſolutions we endeavoured to ply to the weſt-ard, to gain our intended port; but were often terrupted in our progreſs by calms and adverſe rrents: At theſe intervals we employed ourſelves taking out the moſt valuable part of the cargoes the *Carmelo* and *Carmin* prizes, which two ſhips e intended to deſtroy as ſoon as we had tolerably eared them. By the firſt of *April* we were ſo far dvanced towards *Seguatanejo*, that we thought it pedient to ſend out two boats, that they might nge along the coaſt, to diſcover the watering place; ey were gone ſome days, and our water being now ery ſhort, it was a particular felicity to us that we net with daily ſupplies of turtle, for had we been ntirely confined to ſalt proviſions, we muſt have uffered extremely in ſo warm a climate. Indeed ur preſent circumſtances were ſufficiently alarming, nd gave the moſt conſiderate amongſt us as much oncern as any of the numerous perils we had itherto encountered; for our boats, as we con-ceived by their not returning, had not as yet found place proper to water at, and by the leakage of ur caſks and other accidents, we had not ten days water on board the whole ſquadron: So that from he known difficulty of procuring water on this oaſt, and the little reliance we had on the Buccaneer writers (the only guides we had to truſt to) we were pprehenſive of being ſoon expoſed to a calamity,

the

the moſt terrible of any that occurs in the long dis heartning catalogue of the diſtreſſes of a ſea-farin life.

But theſe gloomy ſuggeſtions were at lengt happily ended; for our boats returned on the 5t of *April*, having, about ſeven miles to the weſt ward of the rocks of *Seguataneio*, met with a plac fit for our purpoſe: and which, by the deſcripti they gave of it, appeared to be the port of *C quetan*, mentioned by *Dampier*. The ſucceſs of ou boats was highly agreeable to us, and they wer ordered out again the next day, to ſound the ha bour and it's entrance, which they had repreſente as very narrow. At their return they reported th place to be free from any danger; ſo that on th 7th we ſtood for it, and that evening came to a anchor in eleven fathom. The *Glouceſter* caſt anch at the ſame time with us; but the *Carmeld* and th *Carmin* having fallen to the leeward, the *Tri* Prize was ordered to join them, and to bring them up, which in two or three days ſhe effected.

Thus, after a four months continuance at ſe from the leaving of *Quibo*, and having but ſix day water on board, we arrived in the harbour of *Ch quetan*; the deſcription of which, and of the ad jacent coaſt, ſhall be the buſineſs of the enſuing chapter.

CHAP. XII.

...scription of the harbour of *Chequetan*, and of the adjacent coaſt and country.

THE harbour of *Chequetan*, which we here propoſe to deſcribe, lies in the latitude of ...°: 36′ North, and is about thirty leagues to the ...ſtward of *Acapulco*. It is eaſy to be diſcovered ... any ſhip that will keep well in with the land, ...ecially by ſuch as range down the coaſt from ...*apulco*, and will attend to the following par...ulars.

There is a beach of ſand, which extends eighteen ...gues from the harbour of *Acapulco* to the weſtward, ...inſt which the ſea breaks ſo violently, that with ...r boats it would be impoſſible to land on any ...t of it: But yet the ground is ſo clean, that during ...e fair ſeaſon, ſhips may anchor in great ſafety, at ...e diſtance of a mile or two from the ſhore. The ...nd adjacent to this beach is generally low, full of ...llages, and planted with a great number of trees; ...d on the tops of ſome ſmall eminencies there are ...veral look-out towers; ſo that the face of the ...untry affords a very agreeable proſpect: For the ...ltivated part, which is the part here deſcribed, ...tends ſome leagues back from the ſhore, where it ...ems to be bounded by a chain of mountains, which ...retch to a conſiderable diſtance on either ſide of ...*apulco*. It is a moſt remarkable particularity, that ... this whole extent, containing, in appearance, the ...oſt populous and beſt planted diſtrict of the whole ...aſt, there ſhould be neither canoes, boats, nor

any other embarkations, either for fiſhing, coaſting or for pleaſure. This cannot be imputed to the di ficulty of landing; becauſe in many parts of *Afric* and *Aſia*, where the ſame inconvenience occu the inhabitants have provided againſt it by veſſels a peculiar fabric. I therefore conceive, that t Government, to prevent ſmuggling, have prohibi the uſe of all kinds of ſmall craft in that diſtrict.

The beach here deſcribed is the ſureſt guide thoſe who are deſirous of finding the harbour *Chequetan*; for five miles to the weſtward of t extremity of this beach there appears a hummoc which at firſt makes like an iſland, and is in ſha not very unlike the hill of *Petaplan*, hereaf mentioned, though much ſmaller. Three miles the weſtward of this hummock, is a white roc near the ſhore, which cannot eaſily be paſſed unobſerved: It is about two cables length from land, and lies in a large bay about nine leagues o The weſt point of this bay is the hill of *Petapl* which is repreſented in the XXVIIIth plate with t view of the Iſlands of *Quicara* and *Quibo*. This h of *Petaplan*, like the forementioned hummock, m be at firſt miſtaken for an iſland, though it be, reality, a peninſula, which is joined to the Contin by a low and narrow Iſthmus, covered over w ſhrubs and ſmall trees. The bay of *Seguatanio* tends from this hill a great way to the weſtwa and it appears by a plan of the bay of *Petapl* which is part of that of *Seguatanejo*, and is to ſeen in the XXIXth plate, that at a ſmall diſta from the hill, and oppoſite to the entrance of bay, there is an aſſemblage of rocks, which white from the excrements of boobies and o pical birds. Four of theſe rocks are high a

large

ge, and, together with ſeveral ſmaller ones, are, the help of a little imagination, pretended to re-mble the form of a croſs, and are called the *White iars*. Theſe rocks, as appears by the plan, bear by N from *Petaplan*; and about ſeven miles the weſtward of them lies the harbour of *Cheque-*, which is ſtill more minutely diſtinguiſhed by a ge and ſingle rock, that riſes out of the water a le and an half diſtant from the entrance, and as S. ¼ W. from the middle of it. The ap-rance of this entrance is very accurately repre-ed in the XXXth plate, where (*e*) is the Eaſt nt of the harbour, and (*d*) the Weſt, the fore-entioned rock being marked (*f*). In the ſame w (*a*) is a large ſandy bay, but where there is no ding; (*b*) are four remarkable white rocks; and the point (*c*) there runs another bay to the ſtward. To theſe directions I muſt add, that coaſt is no ways to be dreaded between the ddle of *October* and the beginning of *May*, nor there then any danger from the winds: Though the remaining part of the year there are frequent violent tornadoes, heavy rains, and hard gales all directions of the compaſs. Such are the infallible marks by which the har-r of *Chequetan* may be known to thoſe who keep ll in with the land. But as to thoſe who keep at y conſiderable diſtance from the coaſt, there is other method to be taken for finding the place, n that of making it by the latitude: For there ſo many ranges of mountains riſing one upon the ck of another within land, that no drawings of e appearance of the coaſt can be at all depended on en off at ſea; every little change of diſtance or iation of poſition bringing new mountains in

view, and producing an infinity of different pro-
pects, which render all attempts of delineating th
aspect of the coast impossible.

Having discussed the methods of discovering t
harbour of *Chequetan*, it is time to insert the pl
of the harbour itself: This is represented in t
XXXIst plate, where it may be seen, that i
entrance is but about half a mile broad; the t
points which form it, and which are faced wi
rocks that are almost perpendicular, bear from e
other S. E. and N. W. The harbour is invir
on all sides, except to the westward, with hi
mountains overspread with trees. The passage i
it is very safe on either side of the rock that lie
the mouth of it, though we, both in coming in
going out, left it to the eastward. The gro
without the harbour is gravel mixed with sto
but within it is a soft mud: And it must be
membered, that in coming to an anchor a g
allowance should be made for a large swell, wh
frequently causes a great send of the sea; as lik
wise, for the ebbing and flowing of the tide, wh
we observed to be about five feet, and that it
nearly E. and W.

The watering place is situated in that part of t
harbour, where fresh water is marked on the pl
This, during the whole time of our stay, had t
appearance of a large standing lake, without
visible outlet into the sea, from which it is separa
by a part of the strand. The origin of this l
is a spring, that bubbles out of the ground near h
a mile within the country. We found the wat
little brackish, but more considerably so tow
the sea-side; for the nearer we advanced tow
the spring head, the softer and fresher it prov

This laid us under a neceſſity of filling all our caſks from the furtheſt part of the lake, and occaſioned us ſome trouble; and would have proved ſtill more difficult, had it not been for our particular manage-ment, which on account of the conveniency of it deſerves to be recommended to all who ſhall here-after water at this place. Our method conſiſted in making uſe of canoes which drew but little water; in, loading them with a number of ſmall caſk, they eaſily got up the lake to the ſpring-head, and the ſmall caſk being there filled were in the ſame manner tranſported back again to the beach, where one of our hands always attended to ſtart them in-to other caſks of a larger ſize.

Though this lake, during our continuance there, appeared to have no outlet into the ſea, yet there is reaſon to ſuppoſe that in the rainy ſeaſon it over-flows the ſtrand, and communicates with the ocean; for *Dampier*, who was formerly here, ſpeaks of it as a large river. Indeed it is neceſſary that a vaſt body of water ſhould be amaſſed before the lake can riſe high enough to overflow the ſtrand; ſince the neighbouring lands are ſo low, that great part of them muſt be covered with water, before it can run out over the beach.

As the country hereabouts, particularly the tract of coaſt contiguous to *Acapulco*, appeared to be well peopled, and cultivated; we hoped to have eaſily procured from thence ſome freſh proviſions and other refreſhments which we now ſtood greatly in need of. To facilitate theſe views, the Commodore the morning after we came to an anchor, ordered a party of forty men, well armed, to march into the country, and to endeavour to diſcover ſome town or village, where they were to attempt to ſet on foot a

correſpondence with the inhabitants; for when we had once begun this intercourſe, we doubted not but that by proper preſents, we ſhould allure them to bring down to us whatever fruits or freſh proviſions were in their power; as our prizes abounded in various kinds of coarſe merchandiſe, which were of little conſequence to us, though to them they would be extremely valuable. Our people were directed on this occaſion to proceed with the greateſt circumſpection, and to make as little oſtentation of hoſtility as poſſible; for we were ſenſible, we could find no wealth in theſe parts worth our notice; and and what neceſſaries we really wanted, we expected would be better and more abundantly ſupplied by an open amicable traffic, than by violence and force of arms. But this endeavour of opening a commerce with the inhabitants proved ineffectual; for towards evening, the party which had been ordered to march into the country, returned greatly fatigued by their unuſual exerciſe, and ſome of them ſo far ſpent that they had fainted on the road, and were obliged to be brought back upon the ſhoulders of their companions. They had penetrated, as they conceived, about ten miles into the country, along a beaten track, where they often ſaw the freſh dung of horſes or mules. When they had got near five miles from the harbour, the road divided between the mountains into two branches, one running to the Eaſt and the other to the Weſt. On deliberation concerning the courſe they ſhould take, it was agreed to continue their march along the eaſtern road; this when they had followed it for ſome time, led them at once into a large plain or Savannah; on one ſide of which they diſcovered a centinel on horſeback with a piſtol in his hand. It was ſuppoſed that when they firſt

him he was aſleep, but his horſe ſtartled at the tering of their arms, and turning round ſuddenly off with his maſter, who though he was very being unhorſed in the ſurprize, yet recovered ſeat, and eſcaped with the loſs only of his hat his piſtol which he dropped on the ground. people purſued him, in hopes of diſcovering village or habitation which he would retreat to; as he had the advantage of being on horſeback, ſoon loſt ſight of them. Notwithſtanding his ape, they were unwilling to come back without king ſome diſcovery, and therefore ſtill followed track they were in; till the heat of the day en-ſing, and finding no water to quench their thirſt, were firſt obliged to halt, and then reſolved to rn; for as they ſaw no ſigns of plantations or ltivated land, they had no reaſon to believe that re was any village or ſettlement near them. however to leave no means untried of procuring me intercourſe with the people, the officers ſtuck ſeveral poles in the road, to which were affixed eclarations, written in *Spaniſh*, encouraging the in-abitants to come down to the harbour, to traffic ith us, giving them the ſtrongeſt aſſurances of a ind reception, and faithful payment for any pro-iſions they ſhould bring us. This was doubtleſs a ry prudent meaſure; yet it produced no effect; r we never ſaw any of them during the whole ime of our continuance at this port of *Chequetan*. Indeed it were to have been wiſhed that our men upon the diviſion of the path, had taken the weſtern road inſtead of the eaſtern; for then they would ſoon have been led to a village or town, which ſome *Spaniſh* manuſcripts mention as being in the neighbourhood of this port, and which we

afterwards learnt was not above two miles fr
that turning.

And on this occaſion I cannot avoid mention
another adventure, which happened to ſome of
people in the bay of *Petaplan*, as it may gre
aſſiſt the reader in forming a juſt idea of the te
per and reſolution of the inhabitants of this part
the world. Some time after our arrival at *Che*
tan, Lieutenant *Brett* was ſent by the Commodo
with two of our boats under his command, to e
mine the coaſt to the eaſtward, particularly to m
obſervations on the bay and watering place of *P*
taplan, a plan of which has been already referred
in this chapter. As Mr *Brett* with one of t
boats was preparing to go on ſhore towards the h
of *Petaplan*, he accidentally looking acroſs the ba
perceived, on the oppoſite ſtrand, three ſmall ſqu
drons of horſe parading upon the beach, and ſeem
ing to advance towards the place where he pr
poſed to land. On ſight of this he immediate
put off the boat, though he had but ſixteen m
with him, and ſtood over the bay towards them
And he ſoon came near enough to perceive th
they were mounted on very ſightly horſes, an
were armed with carbines and lances. On ſeein
him make towards them, they formed upon th
beach, and ſeemed reſolved to diſpute his landing
firing ſeveral diſtant ſhot at him as he drew near
till at laſt the boat being arrived within a reaſonable
diſtance with the moſt advanced ſquadron, M
Brett ordered his people to fire, upon which th
reſolute cavalry inſtantly ran with great confuſion
into the wood, through a ſmall opening which
delineated on the plan. In this precipitate flight
one of their horſes fell down and threw his rider

but,

, whether he was wounded or not, we could not cern, for both man and horſe ſoon got up again, followed the reſt into the wood. In the mean the other two ſquadrons, were calm ſpectators the rout of their comrades; for they were drawn at a great diſtance behind, out of the reach of ſhot, having halted on our firſt approach, and r advancing a ſtep afterwards. It was doubtleſs inate for our people that the enemy acted with ittle prudence, and exerted ſo little ſpirit; ſince they concealed themſelves till our men had ded, it is ſcarcely poſſible but all the boat's must have fallen into their hands; as the *Spa-rds* were not much ſhort of two hundred, and whole number with Mr *Brett*, only amounted ſixteen. However, the diſcovery of ſo conſi-ble a force collected in this bay of *Petaplan*, o-ged us conſtantly to keep a boat or two before it: we were apprehenſive that the Cutter, which had left to cruiſe of *Acapulco*, might, on her rn, be ſurprized by the enemy, if ſhe did not ive timely information of her danger. But now proceed with the account of the harbour of *quetan*.

After our unſucceſsful attempt to engage the ple of the country, to furniſh us with the neceſ-s we wanted, we deſiſted from any more en-vours of the ſame nature, and were obliged to contented with what we could procure for our-es in the neighbourhood of the port. We caught here in tolerable quantities, eſpecially when the bothneſs of the water permitted us to haule the ne. Amongſt the reſt, we got cavallies, breams, llets, ſoles, fiddle-fiſh, ſea eggs, and lobſters: d we here, and in no other place, met with that

extra-

extraordinary fish called the *Torpedo*, or numbing
fish, which is in shape very like the fiddle-fish
and is not to be known from it but by a brown cir-
cular spot of about the bigness of a crown piec
near the center of it's back. Perhaps it's figur
will be better understood, when I say it is a fla
fish, much resembling the thorn-back. This fish
the *Torpedo*, is indeed of a most singular nature
productive of the strangest effects on the huma
body: For whoever handles it, or happens even t
set his foot upon it, is presently seized with a numb
ness all over him; but which is more distin-
guishable, in that limb which was in immedia
contact with it. The same effect too will be i
some degree produced by touching the fish with an
thing held in the hand; since I myself had a co
siderable degree of numbness conveyed to my rig
arm, through a walking cane which I rested on th
body of the fish for a short time only; and I ma
no doubt but I should have been much more se
sibly affected, had not the fish been near expirin
when I made the experiment: As it is observab
that this influence acts with most vigour upon th
fish's being first taken out of the water, and t
tirely ceases as soon as it is dead, so that it may
then handled or even eaten without any inconv
nience. I shall only add, that the numbness of m
arm upon this occasion did not go off on a sudde
as the accounts of some Naturalists gave me reas
to expect, but diminished gradually, so that I ha
some sensation of it remaining till the next day.

To the account given of the fish we met wi
here, I must add, that though turtle now gre
scarce, and we found none in this harbour of Ch
quetan, yet our boats, which were stationed off P
tapla

glan, often ſupplied us therewith; and though this
s a food that we had been long as it were confined
, (ſince it was the only freſh proviſions which we
d taſted during near ſix months) yet we were far
om being cloyed with it, or from finding that the
liſh we had for it at all diminiſhed.

The animals we met with on ſhore were princi-
lly guanos, with which the country abounds, and
ich are by ſome reckoned delicious food. We
no beaſts of prey here, except we ſhould eſteem
amphibious animal, the alligator, as ſuch, ſe-
al of which our people diſcovered, but none of
m very large. However, we were ſatisfied that
re were great numbers of tygers in the woods,
ugh none of them came in ſight; for we every
ming found the beach near the watering place
inted very thick with their footſteps: But we
r apprehended any miſchief from them; ſince
y are by no means ſo fierce as the *Aſiatic* or *Afri-*
tygers, and are rarely, if ever, known to attack
nkind. Birds were here in ſufficient plenty; for
had abundance of pheaſants of different kinds,
e of them of an uncommon ſize, but they were
very dry and taſteleſs eating. And beſides theſe
had a variety of ſmaller birds, particularly par-
, which we often killed for food.

The fruits and vegetable refreſhments at this
e were neither plentiful, nor of the beſt kinds:
ere were, it is true, a few buſhes ſcattered about
woods, which ſupplied us with limes, but we
rcely could procure enough for our preſent uſe:
d theſe, with a ſmall plumb, of an agreeable
, called in *Jamaica* the *Hog-Plumb*, together
h another fruit called a *Papah*, were the only
s to be found in the woods. Nor is there any

other

other useful vegetable here worth mentioning, e
cept brook-lime: This indeed grew in great qu
rities near the fresh-water banks; and, as it w
esteemed an antiscorbutic, we fed upon it freque
ly, though it's extreme bitterness made it very u
palatable.

These are the articles most worthy of notice
this harbour of *Chequetan*. I shall only mentio
particular of the coast lying to the westward of
that to the eastward having been already describe
As Mr *Anson* was always attentive to whatever mig
be of consequence to those who might freque
these seas hereafter; and, as we had observed, th
there was a double land to the westward of *Che*
tan, which stretched out to a considerable distan
with a kind of opening, that appeared not unli
the inlet to some harbour, the Commodore, so
after we came to an anchor, sent a boat to discov
it more accurately, and it was found on a ne
examination, that the two hills, which formed t
double land, were joined together by a valley, a
that there was no harbour nor shelter betwe
them.

By all that hath been said it will appear, that t
conveniences of this port of *Chequetan*, particular
in the articles of refreshment, are not altogeth
such as might be desired: But yet, upon the whol
it must be owned to be a place of considerable co
sequence, and that the knowledge of it may be
great import to future cruisers. For except *A*
pulco, which is in the hands of the enemy, it is
only secure harbour in a vast extent of coast.
lies at a proper distance from *Acapulco* for the co
venience of such ships as may have any designs
the *Manila* galeon; and it is a place, where we

d water may be procured with great ſecurity, in ſpight of the efforts of the inhabitants of the adcent diſtrict: For there is but one narrow path hich leads through the woods into the country, d this is eaſily to be ſecured by a very ſmall par-, againſt all the ſtrength the *Spaniards* in that ighbourhood can muſter. After this account of *hequetan*, and the coaſt contiguous to it, we now rn to the recital of our own proceedings.

CHAP. XIII.

r proceedings at *Chequetan* and on the adjacent coaſt, till our ſetting ſail for *Aſia*.

THE next morning, after our coming to an anchor in the harbour of *Chequetan*, we ſent out ninety of our men well armed on ſhore; forof whom were ordered to march into the coun-, as hath been mentioned, and the remaining y were employed to cover the watering place, d to prevent any interruption from the natives.

Here we compleated the unloading of the *Car-* and *Carmin*, which we had begun at ſea; that to ſay, we took out of them the indico, cacao, d cochineal, with ſome iron for ballaſt, which re all the goods we intended to preſerve, though y did not amount to a tenth of their cargoes. ere too it was agreed, after a mature conſultation, deſtroy the *Tryal*'s prize, as well as the *Carmelo* d *Carmin*, whoſe fate had been before reſolved . Indeed the *Tryal*'s prize was in good repair, d fit for the ſea; but as the whole numbers on board

board our ſquadron did not amount to the comple-
ment of a fourth rate man of war, we found it w
impoſſible to divide them into three ſhips, witho
rendering each of thoſe ſhips incapable of navigati
in ſafety through the tempeſtuous weather we h
reaſon to expect on the coaſt of *China*, where w
ſuppoſed we ſhould arrive about the time of t
change of the monſoons. Theſe conſiderations d
termined the Commodore to deſtroy the *Tryal*'
prize, and to reinforce the *Glouceſter* with the be
part of her crew. And in conſequence of this re
ſolve, all the ſtores on board the *Tryal*'s prize we
removed into the other ſhips, and the prize herſel
with the *Carmelo* and *Carmin*, were prepared fo
ſcuttling with all the expedition we were maſters of
but the great difficulties we were under in provi
ing a ſtore of water (which have been alread
touched on) together with the neceſſary repairs
our rigging and other unavoidable occupations, too
us up ſo much time, and found us ſuch unexpecte
employment, that it was near the end of *April* be
fore we were in a condition to leave the place.

During our ſtay here, there happened an inci
dent, which, as it proved the means of convincin
our friends in *England* of our ſafety, which fo
ſome time they had deſpaired of, and were then i
doubt about, I ſhall beg leave particularly to recit
I have obſerved, in the preceding chapter, th
from this harbour of *Chequetan* there was but on
path-way which led through the woods into th
country. This we found much beaten, and wer
thence convinced, that it was well known to th
inhabitants. As it paſſed by the ſpring-head, an
was the only avenue by which the *Spaniards* coul
approach us, we, at ſome diſtance beyond th
ſpring

ring-head, felled ſeveral large trees, and laid em one upon the other acroſs the path; and at is barricade we conſtantly kept a guard. We ſides ordered our men employed in watering to re their arms ready, and, in caſe of any alarm, march inſtantly to this poſt. And though our incipal intention herein was to prevent our being ſturbed by any ſudden attack of the enemy's ſe; yet it anſwered another purpoſe which was in itſelf leſs important: This was to hinder our n people from ſtraggling ſingly into the coun-, where we had reaſon to believe they would be prized by the *Spaniards*, who would doubtleſs extremely ſollicitous to pick up ſome of them, hopes of getting intelligence of our future de-gns. To avoid this inconvenience, the ſtricteſt ders were given to the centinels, to let no perſon hatever paſs beyond their poſt. But notwith-nding this precaution, we miſſed one *Lewis Le-*, who was the Commodore's Cook: As he was *Frenchman*, and was ſuſpected to be a Papiſt, it as at firſt imagined that he had deſerted, with a ew of betraying all that he knew to the enemy; ough this appeared, by the event, to be an ill-ounded ſurmiſe; for it was afterwards known, at he had been taken by ſome *Indians*, who car-d him priſoner to *Acapulco*, from whence he was nſferred to *Mexico*, and then to *Vera Cruz*, here he was ſhipped on board a veſſel bound to *d Spain*. But the veſſel being obliged by ſome cident to put into *Liſbon*, *Leger* eſcaped on ſhore, d was by the *Britiſh* Conſul ſent from thence to *gland*; where he brought the firſt authentick ac-unt of the ſafety of the Commodore, and of his incipal tranſactions in the *South-Seas*. The re-

lation

lation he gave of his own ſeizure was, that h
rambled into the woods at ſome diſtance from th
barricadoe, where he had firſt attempted to paſ
but had been ſtopped and threatened to be pu
niſhed; that his principal view was to get a quan
tity of limes for his maſter's ſtore; and that in thi
occupation he was ſurprized unawares by four *In*
dians, who ſtripped him naked, and carried him i
that condition to *Acapulco*, expoſed to the ſcorchin
heat of the ſun, which at that time of the year ſhon
with it's greateſt violence: That afterwards a
Mexico his treatment in priſon was ſufficiently ſe
vere, ſo that the whole courſe of his captivity was
continued inſtance of the hatred, which the Spa
niards bear to all thoſe who endeavour to diſtur
them in the peaceable poſſeſſion of the coaſts of th
South-Seas. Indeed *Leger*'s fortune was, upon th
whole, extremely ſingular; as, after the hazard
he had run in the Commodore's ſquadron, and th
ſeverities he had ſuffered in his long confinemen
amongſt the enemy, a more fatal diſaſter attende
him on his return to *England*: For though, whe
he arrived in *London*, ſome of Mr *Anſon*'s friend
intereſted themſelves in relieving him from the po
verty to which his captivity had reduced him; ye
he did not long enjoy the benefit of their humanity
ſince he was killed in an inſignificant night-brawl
the cauſe of which could ſcarcely be diſcovered.

And on occaſion of this ſurprizal of *Leger*, I ma
obſerve, that though the enemy never appeared t
fight, during our ſtay in the harbour, yet we per
ceived that there were large parties of them incampe
in the woods about us; for we could ſee thei
ſmokes, and could thence determine that they were
poſted in a circular line ſurrounding us at a di
ſtance

nce; and juſt before our coming away they emed, by the increaſe of their fires, to have re-ived a conſiderable reinforcement. But to re-n!

Towards the latter end of *April*, the unloading our three prizes, our wooding and watering, and, ſhort, every one of our propoſed employments the harbour of *Chequetan*, were compleated: So t, on the 27th of *April*, the *Tryal*'s prize, the *rmelo* and the *Carmin*, all which we here intended deſtroy, were towed on ſhore and ſcuttled, a antity of combuſtible materials having been diſtri-ted in their upper works; And the next morn-the *Centurion* with the *Glouceſter* weighed an-or; though as there was but little wind, and that in their favour, they were obliged to warp out the harbour. When they had reached the offing, e of the boats was diſpatched back again to ſet fire our prizes, which was accordingly executed. ter this a canoe was left fixed to a grapnel in the ddle of the harbour, with a bottle in it well rked, incloſing a letter to Mr *Hughes*, who com-nded the Cutter, which had been ordered to cruiſe fore the port of *Acapulco*, when we ourſelves itted that ſtation. And on this occaſion I muſt ention more particularly than I have yet done, the ws of the Commodore in leaving the Cutter be-e that port.

When we were neceſſitated to proceed for *Che-tan* to recruit our water, Mr *Anſon* conſidered t our arrival in that harbour would ſoon be own at *Acapulco*; and therefore he hoped, that the intelligence of our being employed in port, e galeon might put to ſea, eſpecially as *Cheque-* is ſo very remote from the courſe generally

steered by the galeon: He therefore ordered t
Cutter to cruise twenty-four days off the port of
Acapulco, and her Commander was directed, on p
ceiving the galeon under sail, to make the best
his way to the Commodore at *Chequetan*. As t
Centurion was doubtless a much better sailor th
the galeon, Mr *Anson*, in this case, resolved
have got to sea as soon as possible, and to have p
sued the galeon across the *Pacific* Ocean: Wh
supposing he should not have met with her in
passage (which considering that he would have k
nearly the same parallel, was very improbable)
he was certain of arriving off Cape *Espiritu San*
on the Island of *Samal*, before her; and that be
the first land she makes on her return to the *P*
lippines, we could not have failed to have fallen in w
her, by cruising a few days in that station. Howe
the Viceroy of *Mexico* ruined this project, by k
ing the galeon in the port of *Acapulco* all that ye
The letter left in the canoe for Mr *Hughes*,
Commander of the Cutter, (the time of whose
turn was now considerably elapsed) directed him
go back immediately to his former station bef
Acapulco, where he would find Mr *Anson*, who
solved to cruise for him there a certain number
days; after which it was added, that the Com
dore would return to the southward to join the
of the squadron. This last article was inserted
deceive the *Spaniards*, if they got possession of
canoe, (as we afterwards learnt they did) but co
not impose on Mr *Hughes*, who well knew that
Commodore had no squadron to join, nor any
tention of steering back to *Peru*.

Being now in the offing of *Chequetan*, bo
cross the vast *Pacific* Ocean in our way to *Ch*

were impatient to run off the coaſt as ſoon as ſſible; ſince the ſtormy ſeaſon was approaching ace. As we had no farther views in the *Ameri-* ſeas, we had hoped that nothing would have evented us from ſteering to the weſtward, the oment we got out of the harbour of *Chequetan*: nd it was no ſmall mortification to us, that our ceſſary employment there had detained us ſo ch longer than we expected. But now, when had put to ſea, we were farther detained by the ence of the Cutter, and the neceſſity we were der of ſtanding towards *Acapulco* in ſearch of her. deed, as the time of her cruiſe had been expired near a fortnight, we ſuſpected that ſhe had been vered from the ſhore; and that the Governor *Acapulco* had thereupon ſent out a force to ſeize which, as ſhe carried but ſix hands, was no difficult enterprize. However, this being on- conjecture, the Commodore, as ſoon as he was clear of the harbour of *Chequetan*, ſtood along coaſt to the eaſtward in ſearch of her: And to vent her from paſſing by us in the dark, we ght to every night; and the *Glouceſter*, whoſe ion was a league within us towards the ſhore, ed a light, which the Cutter could not but per- e, if ſhe kept along ſhore, as we ſuppoſed would do; beſides, as a farther ſecurity, the *urion* and *Glouceſter* alternately ſhowed two fires every half hour. Indeed, had ſhe eſcaped ſhe would have found orders in the canoe to returned immediately before *Acapulco*, where *Anſon* propoſed to cruiſe for her ſome days.

y *Sunday*, the 2d of *May*, we were advanced in three leagues of *Acapulco*, and having ſeen ing of our boat, we gave her over as loſt,

which, besides the compassionate concern for
ship-mates, and for what it was apprehended th
might have suffered, was in itself a misfortu
which, in our present scarcity of hands, we w
all greatly interested in: Since the crew of the C
ter, consisting of six men and the Lieutenant, w
the very flower of our people, purposely pic
out for this service, and known to be every on
them of tried and approved resolution, and as
ful seamen as ever trod a deck. However,
was the general belief among us that they wer
ken and carried into *Acapulco*, the Commod
prudence suggested a project, which we hoped w
recover them. This was founded on our ha
many *Spanish* and *Indian* prisoners in our posse
and a number of sick Negroes, who could be
service to us in the navigating of the ship.
Commodore therefore wrote a letter the same
to the Governor of *Acapulco*, telling him, th
would release them all, provided the Governo
turned the Cutter's crew. This letter was dispa
in the afternoon by a *Spanish* officer, of whos
nour we had a good opinion, and who was
nished with a launch belonging to one of our p
and a crew of six other prisoners who gave the
role for their return. The *Spanish* officer
besides the Commodore's letter, carried with
a joint petition signed by all the rest of the
soners, beseeching the Governor to acquie
the terms propos'd for their liberty. From
sideration of the number of our prisoners,
the quality of some of them, we
not doubt but the Governor would readily
ply with Mr *Anson*'s proposal, and therefo
kept plying on and off the whole night, inte

keep well in with the land, that we might receive anſwer at the limited time, which was the next , being *Monday*: But both on the *Monday* and ſday, we were driven ſo far off ſhore, that we ld not hope that any anſwer could reach us; and on the *Wedneſday* morning we found ourſelves teen leagues from the harbour of *Acapulco*; wever, as the wind was then favourable, we preſ- forwards with all our ſail, and did not doubt of ing in with the land that afternoon. Whilſt were thus ſtanding in, the centinel called out the maſt-head, that he ſaw a boat under ſail a conſiderable diſtance to the South eaſtward: ich we took for granted was the anſwer of the Go- r to the Commodore's meſſage, and we in- edged towards her; but as we approached , we found, to our unſpeakable joy, that it was own Cutter. And though while ſhe was ſtill at diſtance, we imagined that ſhe had been diſ- rged out of the port of *Acapulco* by the Gover- ; yet when ſhe drew nearer, the wan and gre countenances of the crew, the length of ir beards, and the feeble and hollow tone of their ces, convinced us that they had ſuffered much ater hardſhips than could be expected from even ſeverities of a *Spaniſh* priſon. They were o- ged to be helped into the ſhip, and were imme- ely put to bed, where by reſt, and nouriſhing which they were plentifully ſupplied with from Commodore's table, they recovered their health vigour apace. And now we learnt that they kept the ſea the whole time of their abſence, ich was above ſix weeks; that when they had iſhed their cruiſe before *Acapulco*, and had juſt gun to ply to the weſtward in order to join the

ſquadron, a ſtrong adverſe current had forced th
down the coaſt to the eaſtward in ſpight of all th
efforts to the contrary; that at length their wa
being all expended, they were obliged to ſearch
coaſt farther on to the eaſtward, in queſt of ſo
convenient landing-place, where they might ge
freſh ſupply; that in this diſtreſs they ran upwa
of eighty leagues to leeward, and found every wh
ſo large a ſurf, that there was not the leaſt poſſi
lity of their landing; that they paſſed ſome days
this dreadful ſituation, without water, having no ot
means left them to allay their thirſt, than ſucki
the blood of the turtle which they caught; that
laſt, giving up all hopes of ſuccour, the heat of
climate too augmenting their neceſſities, and r
dering their ſufferings inſupportable, they ab
doned themſelves to deſpair, fully perſuaded t
they ſhould periſh by the moſt terrible of all death
but that ſoon after a moſt unexpected incident ha
pily relieved them. For there fell ſo heavy a ra
that on ſpreading their ſails horizontally, and p
ting bullets in the centers of them to draw them
a point, they caught as much water as filled all th
caſks; that immediately upon this fortunate ſupp
they ſtood to the weſtward in queſt of the Comm
dore; and being now luckily favoured by a ſtro
current, they joined us in leſs than fifty hours, fro
that time, after having been abſent in the whole f
forty-three days. Thoſe who have an idea of t
inconſiderable ſize of a Cutter belonging to a fr
gun ſhip, (being only an open boat about twen
two feet in length) and who will reflect on the v
rious caſualties that muſt have attended her duri
a ſix weeks continuance alone, in the open ocea
on ſo impracticable and dangerous a coaſt, w
readi

ily own, that her return to us at laſt, after all difficulties which ſhe actually experienced, and dangers to which ſhe was each hour expoſed, be conſidered as little ſhort of miraculous.

cannot finiſh the article of this Cutter, without arking how ſlender a reliance Navigators ought ave on the accounts of the Buccaneer writers: though in this run of her's, eighty leagues to the ward of *Acapulco*, ſhe found no place where it poſſible that a boat could land; yet thoſe wri- have not been aſhamed to feign harbours and enient watering places within theſe limits, eby expoſing ſuch as ſhould confide in their ions, to the riſque of being deſtroyed by .

muſt farther add on this occaſion, that when ſtood near the port of *Acapulco*, in order to ſend meſſage to the Governor and to receive his an- ; Mr *Brett* took that opportunity of delineating w of the entrance of the port, and of the neigh- ing coaſt, which, added to the plan of the formerly mentioned, may be of conſiderable hereafter, and is therefore exhibited in the XIId plate. In this plate (*a*) is the weſt point of harbour called the *Griffo*, being in the latitude 6° : 45′; (*b c*) is the Iſland near it bearing from obſerver N. by E. three leagues diſtant: (*d*) is eaſt point of the harbour; (*e*) port *Marquis*; *Sierra di Brea*; (*b*) a white rock in the harbour, (*g*) watch towers.

Having thus recovered our Cutter, the ſole ob- of our coming a ſecond time before *Acapulco*; Commodore determined not to loſe a moment's more; but to run off the coaſt with the utmoſt edition, both as the ſtormy ſeaſon on the coaſt

of *Mexico* were now approaching a pace, and as w
were apprehensive of having the westerly monsoo
to struggle with when we came upon the coast
China; For this reason we no longer stood towar
Acapulco, as at present we wanted no answer fro
the Governor. However Mr *Anson* resolved not
deprive his prisoners of the liberty which he h
promised them, and therefore they were all imm
diately embarked in two launches which belong
to our prizes, those from the *Centurion* in o
launch, and those from the *Gloucester* in the oth
The launches were well equipped with masts, sail
and oars; and lest the wind might prove unfavou
able, they had a stock of water and provisions p
on board them sufficient for fourteen days. The
were discharged thirty-nine persons from on boa
the *Centurion*, and eighteen from the *Gloucester*, t
greatest part of them *Spaniards*, the rest being
dians and sick Negroes: Indeed as our crews we
very weak, we kept the Mulattoes and some of t
stoutest of the Negroes, with a few *Indians* to ass
us; but we dismissed every *Spanish* prisoner wh
ever. We have since learnt, that these two launch
arrived safe at *Acapulco*, where the prisoners co
not enough extol the humanity with which they h
been treated. It seems the Governor, before the
arrival, had returned a very obliging answer to o
letter, and had at the same time ordered out tw
boats laden with the choicest refreshments and pr
visions that were to be procured at *Acapulco*; whic
he intended as a present to the Commodore: B
these boats not having found our ships, were
length obliged to put back again, after havi
thrown all their provisions over-board in a sto
which threatened their destruction.

The sending away our prisoners was our last
nsaction on the *American* coast; for no sooner
d we parted with them, than we and the *Glocester*
ade sail to the S. W, proposing to get a good
ing from the land, where we hoped, in a few
ys, to meet with the regular trade-wind, which
e accounts of former Navigators had represented
much brisker and steadier in this ocean than in any
her part of the world: For it has been esteemed no
common passage, to run from hence to the easter-
most isles of *Asia* in two months; and we flattered
rselves that we were as capable of making an ex-
ditious voyage, as any ships that had ever sailed
s course before us: So that we hoped soon to gain
e coast of *China*, for which we were now bound.
s we conceived this navigation to be free from all
nds of embarrassment of bad weather, fatigue, or
kness, conformable to the general idea of it,
ven by former Travellers; we consequently under-
ok it with alacrity, especially as it was no con-
mptible step towards our arrival at our native
untry, for which many of us by this time began
have great longings. Thus, on the 6th of *May*,
e, for the last time, lost sight of the mountains of
exico, persuaded, that in a few weeks we should
rive at the river of *Canton* in *China*, where we ex-
pected to meet with many *English* ships, and with
mbers of our countrymen: and hoped to enjoy
e advantages of an amicable well frequented port,
habited by a polished people, and abounding with
e conveniencies and indulgencies of a civilized
e; blessings, which now for near twenty months
d never been once in our power. But, before we
ke our final leave of *America*, there yet remains
the consideration of a matter well worthy of atten-

tion,

tion, the diſcuſſion of which ſhall be referred to the enſuing chapter.

CHAP. XIV.

A brief account of what might have been expected from our ſquadron, had it arrived in the *South-Seas* in good time.

AFTER the recital of the tranſactions of the Commodore, and the ſhips under his command, on the coaſts of *Peru* and *Mexico*, contained in the preceding narration; it will be no uſeleſs digreſſion to examine what the whole ſquadron might have been capable of atchieving, had it arrived on it's deſtined ſcene of action in ſo good a plight as it would probably have done, had the paſſage round Cape *Horn* been attempted at a more ſeaſonable time of the year. This diſquiſition may be ſerviceable to thoſe who ſhall hereafter form projects of the like nature for that part of the world, or who may be entruſted with their execution. And therefore I propoſe, in this chapter, to conſider as ſuccinctly as I can, the numerous advantages which the Public might have received from the operations of the ſquadron, had it ſet ſail from *England* a few months ſooner than it did.

To begin then, I preſume it will be granted me that in the ſummer time we might have got round Cape *Horn* with an inconſiderable loſs, and without any material damage to our ſhips or rigging. For the Duke and Ducheſs of *Briſtol*, who between them had above three hundred men, buried no more than two,

o, from the coaſt of *Brazil* to *Juan Fernandes*; d out of a hundred and eighty-three hands which ere on board the Duke alone, there were only enty-one ſick of the ſcurvy when they arrived at at Iſland: Whence as men of war are much better ovided with all conveniencies than privateers, we ight doubtleſs have appeared before *Baldivia* in ll ſtrength, and in a condition of entering imme-tely on action; and therefore, as that place was a very defenceleſs ſtate, it's cannon incapable of rvice, and it's garriſon in great meaſure unarmed, was impoſſible that it could have oppoſed our rce, or that it's half-ſtarved inhabitants, moſt of hom are convicts baniſhed thither from other rts, could have had any other thoughts than that ſubmitting. This would have been a very im-rtant acquiſition; ſince when *Baldivia*, which is excellent port, had been once in our poſſeſſion, e ſhould immediately have been terrible to the hole kingdom of *Chili*, and ſhould doubtleſs have ed the moſt diſtant parts of the *Spaniſh* Empire in *merica*. Indeed it is far from improbable, that a prudent uſe of this place, aided by our other vantages, we might have given a violent ſhock to e authority of *Spain* on that whole Continent; and ight have rendered ſome at leaſt of her provinces dependent. This would certainly have turned e whole attention of the *Spaniſh* Miniſtry to that rt of the world, where the danger would have en ſo preſſing: And thence *Great Britain*, and r Allies, might have been rid of the numerous fficulties, which the wealth of the *Spaniſh Indies*, perating in conjunction with the *Gallick* intrigues, re conſtantly thrown in their way.

But

But that I may not be thought to over-rate th
force of this ſquadron, by aſcribing to it a power o
overturning the *Spaniſh* Government in *America*,
is neceſſary to enter into a more particular diſcuſſion
and to premiſe a few obſervations on the conditio
of the provinces bordering near the *South-Seas*, an
on the diſpoſition of the inhabitants, both *Spaniard*
and *Indians*, at that time. For hence it will appea
that the conjuncture was the moſt favourable w
could have deſired: Since we ſhall find that the *Cr*
olian ſubjects were diſaffected, and their Governo
at variance; that the country was wretchedly pr
vided with arms and ſtores, and they had fallen in
a total neglect of all military regulations in the
garriſons; and that the *Indians* on their frontie
were univerſally diſcontented, and ſeemed to
watching with impatience the favourable mome
when they might take a ſevere revenge for the ba
barities they had groaned under during more th
two ages; ſo that every circumſtance concurred
facilitate the enterprizes of our ſquadron. Of
theſe articles we were amply informed by the lette
we took on board our prizes; none of theſe veſſe
as I remember, having had the precaution to thro
their papers over-board.

The ill blood amongſt the Governors was grea
ly augmented by their apprehenſions of our ſqu
dron; for every one being willing to have it b
lieved, that the bad condition of his Governme
was not the effect of negligence, there were co
tinual demands and remonſtances amongſt them,
order to throw the blame upon each other. Thu
for inſtance, the Preſident of *St Jago* in *Chili*, t
Preſident of *Panama*, and many other Gove
nors, and military officers, were perpetually ſ
licitin

citing the Viceroy of *Peru* to furniſh them with the neceſſary ſums of money for putting their provinces and places in a proper ſtate of defence to oppoſe our deſigns: But the cuſtomary anſwer of the Viceroy to theſe repreſentations was, that he was unable to comply with their requeſts; urging the emptineſs of the royal cheſt at *Lima*, and the difficulties he was under to ſupport the expences of his own Government; he in one of his letters, (which we intercepted,) mentioning his apprehenſions that he might ſoon be neceſſitated to ſtop the pay of the troops and even of the garriſon of *Callao*, the key of the whole kingdom of *Peru*. Indeed he did at times remit to theſe Governors ſome part of their demands; but as what he ſent them was greatly ſhort of their wants, theſe partial ſupplies rather tended to the raiſing jealouſies and heartburnings amongſt them, than contributed to the purpoſes for which they had at firſt been deſired.

Beſides theſe mutual janglings amongſt the Governors, the whole body of the people were extremely diſſatisfied; they being fully perſuaded that the affairs of *Spain* for many years before had been managed by the influence of a particular foreign intereſt, which was altogether detached from the advantages of the *Spaniſh* Nation: So that the inhabitants of theſe diſtant provinces believed themſelves to be ſacrificed to an ambition, which never conſidered their convenience or emoluments, nor paid any regard to the reputation of their name, or the honour of their country. That this was the temper of the *Creolian Spaniards* at that time, might be proved from a hundred inſtances; but I ſhall content myſelf with one, which is indeed concluſive:

This

This is the teſtimony of the *French* Mathematician ſent into *America*, to meaſure the magnitude of an equatorial degree of latitude. For in the relation of the murther of a ſurgeon belonging to their company in one of the cities of *Peru*, and of the popular tumult thence occaſioned, written by one of those aſtronomers, the author confeſſes, that the multitude, during the uproar, univerſally joined in imprecations on their bad Government, and beſtowed the moſt abuſive language upon the *French*, deteſting them, in all probability, more particularly as being of a nation, to whoſe influence in the *Spaniſh* Counſels the *Spaniards* imputed all their misfortunes.

And whilſt the *Creolian Spaniards* were thus diſſatisfied, it appears by the letters we intercepted, that the *Indians*, on almoſt every frontier, were ripe for a revolt, and would have taken up arms upon the ſlighteſt encouragement; particularly the *Indians* in the ſouthern parts of *Peru*; as likewiſe the *Arraucos*, and the reſt of the *Chilian Indians*, the moſt powerful and terrible to the *Spaniſh* name of any on that Continent. For it ſeems, in ſome diſputes between the *Spaniards* and the *Indians*, which happened a ſhort time before our arrival, the *Spaniards* had inſulted the *Indians* with an account of the force, which they expected from *Old Spain* under the command of Admiral *Pizarro*, and had vaunted that he was coming thither to compleat the great work, which had been left unfiniſhed by his anceſtors. Theſe threats alarmed the *Indians*, and made them believe that their extirpation was reſolved on: For the *Pizarro's* being the firſt conquerors of that coaſt, the *Peruvian Indians* held the name, and all that bore it, in execration; not having for-

got

got the deſtruction of their Monarchy, the maſſacre of their beloved *Inca*, *Atapalipa*, the extinction of their religion, and the ſlaughter of their anceſtors; all perpetrated by the family of the *Pizarro's*. The *Chilian Indians* too abhorred a Chief who was deſcended of a race, which, by it's Lieutenants, had firſt attempted to inſlave them, and had neceſſitated the ſtouteſt of their Tribes, for more than a century, to be continually waſting their blood in defence of their independency.

Nor let it be ſuppoſed, that among barbarous nations the traditions of theſe diſtant tranſactions could not be preſerved for ſo long an interval; ſince thoſe who have been acquainted with that part of the world agree, that the *Indians*, in their publick faſts, and annual ſolemnities, conſtantly revive the memory of theſe tragick incidents; and ſuch as have been preſent at theſe ſpectacles, have conſtantly obſerved, that all the recital and repreſentations of this kind were received with emotions ſo vehement, and with ſo enthuſiaſtick a rage, as plainly demonſtrated how ſtrongly the memory of their former wrongs was implanted in them, and how acceptable the means of revenge would at all times prove. To this I muſt add too, that the *Spaniſh* Governors themſelves were ſo fully informed of the diſpoſition of the *Indians* at this conjuncture, and were ſo apprehenſive of a general defection among them, that they employed all their induſtry to reconcile the moſt dangerous tribes, and to prevent them from immediately taking up arms: Among the reſt, the Preſident of *Chili* in particular made large conceſſions to the *Arraucos*, and the other *Chilian Indians*, by which, and by diſtributing conſiderable preſents to their leading men, he at laſt got them

to

to conſent to a prolongation of the truce b
tween the two nations. But theſe negotiations w
not concluded at the time when we might have be
in the *South-Seas*; and, had they been compleate
yet the hatred of theſe *Indians* to the *Spaniards* w
ſo great, that it would have been impoſſible for th
Chiefs, how deeply ſoever corrupted, to have k
them from joining us againſt their old deteſt
enemy.

Thus then it appears, that on our arrival in t
South-Sea, we might have found the whole coaſt u
provided with troops, and deſtitute even of arm
For we well know, from very particular intelligen
that there were not three hundred fire arms,
which too the greateſt part were matchlocks, in
the province of *Chili*. Whilſt at the ſame tim
the *Indians* were ripe for a revolt, the *Spaniar*
diſpoſed to mutiny, and the Governors enrag
with one another, and each prepared to rejoice
the diſgrace of his antagoniſt. At this fortun
criſis we, on the other hand, might have conſiſt
of near two thouſand men, the greateſt part in heal
and vigour, all well armed, and united under
Chief, whoſe enterpriſing genius (as we have ſee
could not be depreſſed by a continued ſeries of th
moſt ſiniſter events, and whoſe equable and pru
dent turn of temper would have remained unvaried
in the midſt of the greateſt degree of good ſucceſs
and who beſides poſſeſſed, in a diſtinguiſhed manne
the two qualities, the moſt neceſſary for theſe un
common undertakings; I mean that of maintain
ing his authority, and preſerving, at the ſame time
the affections of his people. Our other officers m
of every rank, appear, by the experience the publi
hath ſince had of them, to have been equal to any
attempt

mpt they might have been charged with by their
mmander. And our men (at all times brave,
well conducted) in ſuch a cauſe, where pleaſure
the object, and under ſuch leaders, would
ubtleſs have been prepared to rival the moſt cele-
ted atchievements hitherto performed by *Britiſh*
riners.

It cannot then be conteſted, but that *Baldivia*
uſt have ſurrendered on the appearance of our
adron. After which, it may be preſumed, that
Arraucos, the *Pulches*, and *Penguinches*, inhabit-
the banks of the river *Imperial*, about twenty-
leagues to the northward of this place, would
e immediately taken up arms, being diſpoſed
reto, as hath been already related, and encourged
the arrival of ſo conſiderable a force in their
ighbourhood. As theſe *Indians* can bring into
field near thirty thouſand men, the greateſt part
them horſe, their firſt ſtep would have been the
ading the province of *Chili*, which they would
e found totally unprovided both of ammunition
weapons; and as it's inhabitants are a luxurious
effeminate race, they would have been incapable,
ſuch an emergency, of giving any oppoſition to
rugged enemy: So that it is no ſtrained con-
ture to imagine, that the *Indians* would have been
maſters of the whole country. Moreover, the
Indians on the frontiers of *Peru*, being equally
poſed with the *Arraucos* to ſhake off the *Spaniſh*
e, it is highly probable, that they likewiſe would
e embraced this favourable occaſion, and that a
eral inſurrection would have taken place through
the *Spaniſh* territories of *South America*; in which
, the only reſource left to the *Creolians* (diſſatiſ-
as they were with the *Spaniſh* Government)

would have been to have made the beſt terms the could with their *Indian* neighbours, and to hav withdrawn themſelves from the obedience of Maſter, who had ſhown ſo little regard to the ſecurity. This laſt ſuppoſition may perhaps appe chimerical to thoſe, who meaſure the poſſibility all events by the ſcanty ſtandard of their own e perience; but the temper of the times, and th ſtrong diſlike of the natives to the meaſures th purſued by the *Spaniſh* Court, ſufficiently evince leaſt it's poſſibility. However, not to inſiſt on t preſumption of a general revolt, it is ſufficient f our purpoſe to conclude, that the *Arraucos* wou ſcarcely have failed of taking arms, on our a pearance: Since this alone would ſo far have ter fied the enemy, that they would no longer ha employed their thoughts on the means of oppoſi us; but would have turned all their care to the *dian* affairs; as they ſtill remember, with the m moſt horror, the ſacking of their cities, the rifli of their convents, the captivity of their wives a daughters, and the deſolation of their country theſe reſolute ſavages, in the laſt war between t two nations. For it muſt be obſerved, that t *Chilian Indians* have been frequently ſucceſsful again the *Spaniards*, and poſſeſs at this time a large tra of country, which was formerly full of *Spa* towns and villages, whoſe inhabitants were all eith deſtroyed, or carried into captivity by the *Arrau* and the other neighbouring *Indians*, who, in a w againſt the *Spaniards*, never fail to join their forc

But even, independent of an *Indian* revolt, the were two places only on all the coaſt of the *Sou Sea*, which could be ſuppoſed capable of reſiſti our ſquadron; theſe were the cities of *Panama* a

Callao: As to the firſt of theſe, it's fortifications were ſo decayed, and it was ſo much in want of powder, that the Preſident himſelf, in an intercepted letter, acknowledged it was incapable of being defended; whence I take it for granted, it would have given us but little trouble, eſpecially if we had opened a communication acroſs the Iſthmus with our fleet on the other ſide. And with regard to the city and port of *Callao*, it's condition was not much better than that of *Panama*; ſince it's walls are built upon the plain ground, without either outwork or ditch before them, and conſiſt only of very tender feeble maſonry, without any earth behind them; ſo that a battery of five or ſix pieces of cannon, raiſed any where within four or five hundred paces of the place, would have had a full view of the whole rampart, and would have opened it in a ſhort time; and the breach hereby formed, as the walls are ſo extremely thin, could not have been difficult of aſcent; for the ruins would have been a little higher than the ſurface of the ground; and it would have yielded this particular advantage to the aſſailants, that the bullets, which grazed upon it, would have driven before them ſuch ſhivers of brick and ſtone, as would have prevented the garriſon from forming behind it, ſuppoſing that the troops employed in the defence of the place, ſhould have ſo far ſurpaſſed the uſual limits of *Creolian* bravery, as to reſolve to ſtand a general aſſault. Indeed, ſuch a reſolution cannot be imputed to them; for the garriſon and people were in general diſſatisfied with the Viceroy's behaviour, and were never diſpoſed to act a vigorous part. On the contrary, the Viceroy himſelf greatly apprehended that the commodore would make him a viſit at *Lima*, the

capital of the kingdom of *Peru*; to prevent which if poſſible, he had ordered twelve gallies to be built at *Guaiaquil* and other places, which were intended to oppoſe the landing of our boats, and to hinder us from puſhing our men on ſhore. But this was an impracticable project of defence, and proceeded on the ſuppoſition that our ſhips, when we ſhould land our men, would keep at ſuch a diſtance, that the gallies, by drawing little water, would have been out of the reach of our guns; whereas the Commodore, before he had made ſuch an attempt would doubtleſs have been poſſeſſed of ſeveral prize ſhips, which he would not have heſitated to have run on ſhore for the protection of his boats; and beſides, there were many places on that coaſt, and one particularly in the neighbourhood of *Callao*, where there was good anchoring, though a great depth of water, within a cable's length of the ſhore; conſequently the cannon of the men of war would have ſwept all the coaſt to above a mile's diſtance from the water's edge, and would have effectually prevented any force from aſſembling, to oppoſe the landing and forming of our men: And this landing-place had the additional advantage, that it was but two leagues diſtant from *Lima*; ſo that we might have been at that city within four hours after we ſhould have been firſt diſcoverd from the ſhore. The place I have in view is about two leagues South of *Callao*, and juſt to the northward of the head land called, in *Frezier*'s draught of that coaſt, *Morro Solar*. Here there is ſeventy or eighty fathom water, within two cables length of the ſhore; and here the *Spaniards* themſelves were ſo apprehenſive of our attempting to land, that they had projected to build a fort cloſe to the water; but as there

money in the royal chests, they could not compleat so considerable a work, and therefore they contented themselves with keeping a guard of a hundred horse there, that they might be sure to receive early notice of our appearance on that coast. Indeed some of them (as we were told) conceiving our management at sea to be as pusillanimous as their own, pretended that this was a road where the Commodore would never dare to hazard his ships, for fear that in so great a depth of water their anchors could not hold them.

And let it not be imagined, that I am proceeding upon groundless and extravagant presumptions, when I conclude, that fifteen hundred or a thousand of our people, well conducted, should have been a over-match for any numbers the *Spaniards* could muster in *South America*. Since, not to mention the experience we had of them at *Paita* and *Petaca*, it must be remembered, that our Commodore was extremely solicitous to have all his men trained to the dexterous use of their fire-arms; whereas the *Spaniards*, in this part of the world, were wretchedly provided with arms, and were very awkard in the management of the few they had: And though in their repeated representations, the Court of *Spain* had ordered several thousand firelocks to be put on board *Pizarro*'s squadron; yet those, it is evident, could not have been in *America* time enough to have been employed against us. Hence then by our arms, and our readiness in the use of them (not to insist on the timidity and softness of our enemy) we should in some degree have had the same advantages, which the *Spaniards* themselves had, on the first discovery of this country, against it's naked and unarmed inhabitants.

Now let it in the next place be conſidered wha
were the events which we had to fear, or what wer
the circumſtances which could have prevented u
from giving law to all the coaſt of *South Americ*
and thereby cutting off from *Spain* the reſource
which ſhe drew from thoſe immenſe provinces. B
ſea there was no force capable of oppoſing us; ſo
how ſoun ſoever we had ſailed, *Pizarro*'s ſquadro
could not have ſailed ſooner than it did, and there
fore could not have avoided the fate it met with
As we ſhould have been maſters of the ports of *Chil*
we could there have ſupplied ourſelves with th
proviſions we wanted in the greateſt plenty; an
from *Baldivia* to the equinoctial we ran no riſque o
loſing our men by ſickneſs, (that being of all climate
the moſt temperate and healthy) nor of having ou
ſhips diſabled by bad weather. And had we wante
ſailors to aſſiſt in the navigating our ſquadron, whil
a conſiderable proportion of our men were employe
on ſhore, we could not have failed of getting what
ever numbers we pleaſed in the ports we ſhould hav
taken, and from the prizes which would have falle
into our hands. For I muſt obſerve that the *In*
dians, who are the principal mariners in that par
of the world, are extremely docile, and dexterous
and though they are not fit to ſtruggle with the in
clemencies of a cold climate, yet in temperate ſea
they are moſt uſeful and laborious ſeamen.

Thus then it appears, what important revolution
might have been brought about by our ſquadron,
had it departed from *England* as early as it ought to
have done: And from hence it is eaſy to conclude,
what immenſe advantages might have thence accrue
to the Public. For, as on our ſucceſs it would have
been impoſſible that the kingdom of *Spain* ſhould
have

ve received any treaſure from the provinces border-
g on the *South-Seas*, or ſhould even have had any
mmunication with them; it is certain that the
hole attention of that Monarchy, would have been
mediately employed in endeavouring to regain
eſe ineſtimable territories, either by force of arms
compact. By the firſt of theſe methods it was
rcely poſſible they could ſucceed; for it muſt
ve been at leaſt a twelvemonth after our arrival,
fore any ſhips from *Spain* could have got into the
uth-Seas, and when they had been there, they
ould have found themſelves without reſource:
nce they would probably have been ſeparated, diſ-
bled, and ſickly; and would then have had no
rt remaining in their poſſeſſion, where they could,
ther rendezvous or refit. Whilſt we might have
en ſupplied acroſs the Iſthmus with whatever
ceſſaries, ſtores, or even men we wanted; and
ight thereby have ſupported our ſquadron in as
od a plight, as when it firſt ſet ſail from *St*
elens. In ſhort, it required but little prudence ſo
have conducted this buſineſs, as to have rendered
l the efforts of *Spain*, ſeconded by the power of
rance, ineffectual, and to have maintained our con-
eſt in defiance of them both. Whence they muſt
ther have reſolved to have left *Great-Britain*
iſtreſs of the wealth of *South America*, (the princi-
l ſupport of all their deſtructive projects) or they
uſt have ſubmitted to her terms, and have been
ntented to receive theſe provinces back again, as
n equivalent for ſuch reſtrictions to their future
mbition, as ſhe in her prudence ſhould have dictated
them. Having thus diſcuſſed the prodigious
eight which the operations of our Squadron might
ve added to the national influence of this king-

dom; I ſhall here end this ſecond book, referring to the next, the paſſage of the ſhattered remains of our force acroſs the *Paciſic* Ocean, and all their ſubſequent tranſactions till the Commodore's arrival in *England*.

END of BOOK II.

A VOYAGE ROUND THE WORLD, &c.

BOOK III.

CHAP. I.

The run from the coaſt of *Mexico* to the *Ladrones* or *Marian* Iſlands.

WHEN, on the 6th of *May* 1742, we left the coaſt of *America*, we ſtood to the S. W. with a view of meeting the N. E. trade-wind, which the accounts of former writers taught us to expect at ſeventy or eighty leagues from the land. We had beſides another reaſon for ſtanding to the ſouthward, which was the getting into the latitude of 13 or 14° North; that being the parallel where the *Pacific* Ocean is moſt uſually croſſed, and conſequently where the navigation is eſteemed the ſafeſt: This laſt purpoſe we had ſoon anſwered, being in a day or two ſufficiently advanced to the ſouth. But though we were at the ſame time more diſtant

diſtant from the ſhore, than we had preſumed wa
neceſſary for the falling in with the trade-wind; ye
in this particular we were moſt grievouſly diſap
pointed; the wind ſtill continuing to the weſtward
or at beſt variable. As the getting into the N. E
trade was to us a matter of the laſt conſequence, w
ſtood yet more to the ſouthward, and made many
experiments to meet with it; but all our effort
were for a long time unſucceſsful: So that it wa
ſeven weeks, from our leaving the coaſt, before w
got into the true trade-wind. This was an inter
val, in which we had at firſt believed, we ſhould
well nigh have reached the eaſtermoſt parts of A
ſia: But we were ſo baffled with the contrary an
variable winds, which for all that time perplexe
us, that we were not as yet advanced above a fourth
of the way. The delay alone would have been
ſufficient mortification; but there were other cir
cumſtances attending it, which rendered this ſitua
tion not leſs terrible, and our apprehenſions per
haps ſtill greater than in any of our paſt calamities.
For our two ſhips were by this time extremely cra
zy; and many days had not paſſed, before we diſ
covered a ſpring in the foremaſt of the *Centurion*,
which rounded about twenty-ſix inches of it's cir
cumference, and which was judged to be at leaſt
four inches deep. And no ſooner had the Carpen
penters ſecured this maſt with fiſhing it, than the
Glouceſter made a ſignal of diſtreſs, to inform us that
ſhe had a ſpring in her main-maſt, twelve feet be
low the truſſel-trees; which appeared ſo dangerous
that ſhe could not carry any ſail upon it. Our Car
penters, on a ſtrict examination of this maſt, found
it exceſſively rotten and decayed, and it being
judged neceſſary to cut it down as low as it was de
fective

ctive, it was by this means reduced to nothing but ſtump, which ſerved only as a ſtep to the top-aſt. Theſe accidents augmented our delay, and ing added to our other diſtreſſes occaſioned us eat anxiety about our future ſafety. For though ter our departure from *Juan Fernandes*, we had joyed a moſt uninterrupted ſtate of health, till our ving the coaſt of *Mexico*; yet the ſcurvy now gan to make freſh havock amongſt our people: nd we too well knew the effects of this diſeaſe, by r former fatal experience, to ſuppoſe that any ng except a ſpeedy paſſage could ſecure the greater t of our crew from being deſtroyed thereby. But after being ſeven weeks at ſea, there did not ap-r any reaſons that could perſuade us, we were arer the trade-wind than when we ſet out, there s no ground for us to imagine, that our paſſage ould not prove at leaſt three times as long as we firſt expected; and conſequently we had the me-choly proſpect, either of dying by the ſcurvy, or periſhing with the ſhip for want of hands to na-gate her. Indeed, ſeveral amongſt us were wil-g to believe, that in this warm climate, ſo diffe-t from what we felt in paſſing round Cape *Horn*, violence of this diſeaſe, and it's fatality, might in ſome degree mitigated; as it had not been uſual to ſuppoſe that it's particular virulence du-g that paſſage was in a great meaſure owing to ſeverity of the weather: But the ravage of the emper, in our preſent circumſtances, ſoon con-ced us of the falſity of this ſpeculation; as it ewiſe exploded certain other opinions, which u-lly paſs current about the cauſe and nature of this eaſe.

For

For it has been generally presumed, that suffi-
cient supplies of water and of fresh provisions, are
effectual preventives of this malady; but it hap-
pened that in the present case we had a considerable
stock of fresh provisions on board, being the hogs
and fowls, which were taken at *Paita*; we beside
almost daily caught great abundance of bonitos,
dolphins, and albicores; and the unsettled season,
which deprived us of the benefit of the trade-wind,
proved extremely rainy; so that we were enabled
to fill up our water casks, almost as fast as they were
empty; and each man had five pints of water al-
lowed him every day, during the passage. But no-
withstanding this plenty of water, notwithstanding
that the fresh provisions were distributed among
the sick, and the whole crew often fed upon fish;
yet neither were the sick hereby relieved, or the pro-
gress or malignity of the disease at all abated. Nor
was it in these instances only that we found the ge-
neral maxims upon this head defective: For though
it has been usually esteemed a necessary piece of ma-
nagement to keep all ships, where the crews are
large, as clean and airy between decks as possible;
and it hath been believed by many, that this par-
ticular alone, if well attended to, would prevent the
appearance of the scurvy, or at least mitigate its
virulence; yet we observed, during the latter part
of our run, that though we kept all our ports open,
and took uncommon pains in cleansing and swee-
ning the ships, the disease still raged with as much
violence as ever; nor did it's advancement seem to
be thereby sensibly retarded.

However, I would not be understood to assert
that fresh provisions, plenty of water, and a con-
stant supply of sweet air between decks, are matters

of no moment: I am, on the contrary, well ſatiſfied, that they are all of them articles of great importance, and are doubtleſs extremely conducive to the health and vigour of a crew, and may in many caſes prevent this fatal malady from taking place. All I have aimed at, in what I have advanced, is only to evince, that in ſome inſtances, both the cure, and prevention of this malady, is impoſſible to be effected by any management, or by the application of any remedies which can be made uſe of at ſea. Indeed, I am myſelf fully perſuaded, that when it has got to a certain head, there are no other means in nature for relieving the ſick, but carrying them on ſhore, or at leaſt bringing them into the neighbourhood of the land. Perhaps a diſtinct and adequate knowledge of the ſource of this diſeaſe may never be diſcovered; but in general, there is no difficulty in conceiving, that as a continued ſupply of freſh air is neceſſary to all animal life, and as this air is ſo particular a fluid, that without loſing it's elaſticity, or any of it's obvious properties, it may be rendered unfit for this purpoſe, by the mixing with it ſome very ſubtle and otherwiſe imperceptible effluvia; it may be eaſily conceived, I ſay, that the ſteams ariſing from the ocean may have a tendency to render the air they are ſpread through leſs properly adapted to the ſupport of the life of terreſtrial animals, unleſs theſe ſteams are corrected by effluvia of another kind, which perhaps the land alone can afford.

To what hath been already ſaid in relation to this diſeaſe, I ſhall add, that our ſurgeon (who during our paſſage round Cape *Horn*, had aſcribed the mortality we ſuffered to the ſeverity of the climate) exerted himſelf in the preſent run to the utmoſt: But

But he at laſt declared, that all his meaſures we totally ineffectual, and did not in the leaſt avail h patients. On this it was reſolved by the Comm dore to try the ſucceſs of two medicines which, ju before his departure from *England*, were the ſubje of much diſcourſe, I mean the pill and drop of M *Ward*. For however violent the operations of the medicines are ſaid to have ſometimes proved, yet i the preſent inſtance, where, without ſome remed deſtruction ſeemed inevitable, the experiment a leaſt was thought adviſable: And therefore, one o both of them, at different times, were adminiſtere to perſons in every ſtage of the diſtemper. Out o the numbers who took them, one, ſoon after ſwal lowing the pill, was ſeized with a violent bleedin at the noſe: He was before given over by the ſur geon, and lay almoſt at the point of death; but h immediately found himſelf much better, and con tinued to recover, though ſlowly, till we arrived o ſhore, which was near a fortnight after. A few o thers too were relieved for ſome days, but the diſ eaſe returned again with as much virulence as ever Though neither did theſe, nor the reſt, who re ceived no benefit, appear to be reduced to a worſe condition than they would have been if they had taken nothing. The moſt remarkable property o theſe medicines, and what was obvious in almoſt every one that took them, was, that they acted in proportion to the vigour of the patient; ſo that thoſe who were within two or three days of dying were ſcarcely affected; and as the patient was differently advanced in the diſeaſe, the operation was either a gentle perſpiration, an eaſy vomit, or a moderate purge: But if they were taken by one in full ſtrength, they then produced all the foremen-

tioned

ined effects with conſiderable violence, which ometimes continued for ſix or eight hours together ith little intermiſſion. However, let us return the proſecution of our voyage.

I have already obſerved, that, a few days after r running off the coaſt of *Mexico*, the *Glouceſter* d her main-maſt cut down to a ſtump, and we re obliged to fiſh our fore-maſt; and that theſe iſfortunes were greatly aggravated, by our meet- g with contrary and variable winds for near ſeven eks. I ſhall now add, that when we reached the de-wind, and it ſettled between the North and Eaſt, yet it ſeldom blew with ſo much ſtrength, at the *Centurion* might not have carried all her ull ſails abroad without the leaſt danger; ſo that, d we been a ſingle ſhip, we might have run down longitude apace, and have arrived at the *Ladrones* on enough to have recovered great numbers of our n who afterwards periſhed. But the *Glouceſter*, the loſs of her main-maſt, ſailed ſo very heavily, at we had ſeldom any more than our top-ſails ſet, d yet were frequently obliged to lie to for her: ad, I conceive, that on the whole we loſt little than a month by our attendance upon her, in conſequence of the various miſchances ſhe encoun- ed. During all this run it was remarkable, that were rarely many days together, without ſeeing eat numbers of birds; which is a proof that there ſeveral iſlands, or at leaſt rocks, ſcattered all a- g, at no very conſiderable diſtance from our track. ome indeed there are marked in the *Spaniſh* chart, reafter inſerted: but the frequency of theſe birds ems to aſcertain, that there are many more than ve been hitherto diſcovered: For the moſt part the birds, we obſerved, were ſuch as are known

to

to roost on shore; and the manner of their appearance sufficiently evinced, that they came from some distant haunt every morning, and returned thither again in the evening; since we never saw them early or late, and the hour of their arrival and departure gradually varied, which we supposed was occasioned by our running nearer their haunts, or getting farther from them.

The trade-wind continued to favour us without any fluctuation, from the end of *June* till towards the end of *July*. But on the 26th of *July*, being then, as we esteemed, about three hundred leagues from the *Ladrones*, we met with a westerly wind, which did not come about again to the eastward in four days time. This was a most dispiriting incident, as it at once damped all our hopes of speedy relief; especially too as it was attended with a vexatious accident to the *Glouceſter*: For in one part of these four days the wind flatted to a calm, and the ships rolled very deep; by which means the *Glouceſter*'s forecap splitting, her fore-top mast came by the board, and broke her fore-yard directly in the slings. As she was hereby rendered incapable of making any sail for some time, we were under a necessity, as soon as a gale sprung up, to take her in tow; and near twenty of the healthiest and ablest of our seamen were removed from the duty of our own ship, and were continued eight or ten days together on board the *Glouceſter* to assist in repairing her damages: But these things, mortifying as we thought them, were only the commencement of our disasters; for scarce had our people finished their business in the *Glouceſter*, before we met with a most violent storm from the western board, which obliged us to lie to. At the beginning of this storm our

r ſhip ſprung a leak, and let in ſo much water
t all our people, officers included, were conſtant-
employed about the pumps: And the next day
had the vexation to ſee the *Glouceſter* with her
e-top-maſt once more by the board. Nor was
t the whole of her calamity; ſince whilſt we
re viewing her with great concern for this new
treſs, we ſaw her main-top-maſt, which had hi-
rto ſerved her as a jury main-maſt, ſhare the
e fate. This compleated our misfortunes, and
dered them without reſource: For we knew the
uceſter's crew were ſo few and feeble, that with-
t our aſſiſtance they could not be relieved: Whilſt
the ſame time our ſick were now ſo far increaſed,
d thoſe who remained in health ſo continually fa-
ued with the additional duty of our pumps, that
was impoſſible for us to lend them any aid. In-
d we were not as yet fully apprized of the de-
rable ſituation of the *Glouceſter*'s crew; for when
ſtorm abated, (which during it's continuance
vented all communication with them) the *Glou-
er* bore up under our ſtern; and Captain *Mitchel*
formed the Commodore, that beſides the loſs of
masts, which was all that was viſible to us, the
p had then no leſs than ſeven feet of water in her
d, although his officers and men had been kept
ſtantly at the pumps for the laſt twenty-four
urs.

This new circumſtance was indeed a moſt terrible
cumulation to the other extraordinary diſtreſſes of
Glouceſter, and required, if poſſible, the moſt
edy and vigorous aſſiſtance; which Captain
itchel begged the Commodore to afford him: But
debility of our people, and our own immediate
ſervation, rendered it impracticable for the Com-

modore to comply with his requeſt. All that could be done, was to ſend our boat on board for a more particular account of the ſhip's condition; as it was ſoon ſuſpected that the taking her people on board us, and then deſtroying her, was the only meaſure that could be proſecuted in the preſent emergency, both for the ſecurity of their lives and of our own.

Our boat ſoon returned with a repreſentation of the ſtate of the *Glouceſter*, and of her ſeveral defects, ſigned by Captain *Mitchel* and all his officers; whence it appeared, that ſhe had ſprung a leak by the ſtern poſt being looſe, and working with every roll of the ſhip, and by two beams a midſhips being broken in the orlope; no part of which, as the Carpenters reported, could poſſibly be repaired at ſea. That both officers and men had wrought twenty four hours at the pump without intermiſſion, and were at length ſo fatigued, that they could continue their labour no longer; but had been forced to desiſt, with ſeven feet of water in the hold, which covered all their caſk, ſo that they could neither come at freſh water nor proviſion: That they had no maſt ſtanding, except the fore-maſt, the mizen maſt, and the mizen-top-maſt, nor had they any ſpare maſts to get up in the room of thoſe they had loſt: That the ſhip was, beſides, extremely decayed in every part; for her knees and clamps were become quite looſe, and her upper works in general were ſo crazy that the quarter-deck was ready to drop down: That her crew was greatly reduced, and there remained alive on board her, officers included, no more than ſeventy-ſeven men, eighteen boys, and two priſoners, and that of this whole number, only ſixteen men and eleven boys were capable of keeping

ig the deck, ſeveral of theſe too being very in-
irm.

The Commodore, on the peruſal of this melan-
holy repreſentation, preſently ordered them a ſup-
ly of water and proviſions, of which they ſeemed
o be in the moſt preſſing want, and at the ſame
ime ſent his own Carpenter on board them, to ex-
mine into the truth of every particular; and it be-
g found, on the ſtricteſt enquiry, that the pre-
ding account was in no inſtance exaggerated, it
ainly appeared, there was no poſſibility of pre-
rving the *Glouceſter* any longer, as her leaks were
reparable, and the united hands on board both
ips would not be able to free her; could we have
ared the whole of our crew to her relief. What
en could be reſolved on, when it was the utmoſt
e ourſelves could do to manage our own pumps?
deed there was no room for deliberation; the
ly ſtep to be taken, was the ſaving the lives of
e few that remained on board the *Glouceſter*, and
e getting out of her as much as we could before
e was deſtroyed. The Commodore therefore im-
diately ſent an order to Captain *Mitchel*, to put
people on board the *Centurion*, as expeditiouſly
he could, now the weather was calm and favour-
le; and to take out ſuch ſtores as he could get
whilſt the ſhip could be kept above water. And
our leak required leſs attention, whilſt the pre-
t eaſy weather continued, we ſent our boats with
many men as we could ſpare to Captain *Mitchel*'s
iſtance.

The removing the *Glouceſter*'s people on board us,
d the getting out ſuch ſtores as could moſt eaſily
come at, gave us full employment for two days.
r *Anſon* was extremely deſirous to have ſaved two

of her cables and an anchor, but the ſhip rolled ſo much, and the men were ſo exceſſively fatigued that they were incapable of effecting it; nay, it was even with the greateſt difficulty that the prize money, which the *Glouceſter* had taken in the *South Seas*, was ſecured and ſent on board the *Centurion*. However, the prize goods in the *Glouceſter*, which amounted to ſeveral thouſand pounds in value, and were principally the *Centurion*'s property, were entirely loſt; nor could any more proviſion be got out than five caſk of flour, three of which were ſpoiled by the ſalt-water. Their ſick men amounting to near ſeventy, were conveyed into the boats with as much care as the circumſtances of that time would permit; but three or four of them expired as they were hoiſting them into the *Centurion*.

It was the 15th of *Auguſt*, in the evening, before the *Glouceſter* was cleared of every thing that was propoſed to be removed; and though the hold was now almoſt full of water, yet, as the Carpenters were of opinion that ſhe might ſtill ſwim for ſome time, if the calm ſhould continue and the water become ſmooth, it was reſolved ſhe ſhould be burnt; as we know not how little diſtant we might be at preſent from the Iſland of *Guam*, which was in the poſſeſſion of our enemies, to whom the wreck of ſuch a ſhip would have been no contemptible acquiſition. When ſhe was ſet on fire, Captain *Mitchell* and his officers left her, and came on board the *Centurion*: And we immediately ſtood from the wreck, not without ſome apprehenſions (as we had only a light breeze) that if ſhe blew up ſoon the concuſſion of the air might damage our rigging; but ſhe fortunately continued burning the whole night, ſo that though her guns fired ſucceſſively, as the flame reached

eached them; yet it was ſix in the morning, when e were about four leagues diſtant, before ſhe blew p. The report ſhe made upon this occaſion was ut ſmall; although the blaſt produced an exceed- g black pillar of ſmoke, which ſhot up into the r to a very conſiderable height.

Thus periſhed his Majeſty's ſhip the *Glouceſter*. nd now it might have been expected, that being eed from the embarraſſments which her frequent iſaſters had involved us in, we ſhould have pro- eded on our way much briſker than we had hi- erto done, eſpecially as we had received ſome nall addition to our ſtrength, by the taking on oard the *Glouceſter*'s crew. However we were ſoon ught that our anxieties were not yet to be relieved; d that notwithſtanding all we had already ſuffered, ere remained much greater diſtreſſes, which we re ſtill to ſtruggle with. For the late ſtorm, hich had proved ſo fatal to the *Glouceſter*, had dri- n us to the northward of our intended courſe; and e current ſetting the ſame way, after the weather bated, had forced us yet a degree or two farther, that we were now in 17° ¼ of North latitude, in- ead of being in 13° ½, which was the parallel we roposed to keep, in order to reach the Iſland of *uam*. As it had been a perfect calm for ſome days ce the ceſſation of the ſtorm, and we were igno- nt how near we were to the meridian of the *La- nes*, though we ſuppoſed ourſelves not to be far om it; we apprehended that we might be driven the leeward of them by the current, without diſ- vering them. On this ſuppoſition, the only land e could make would be ſome of the eaſtern parts *Aſia*, where, if we could arrive, we ſhould find e weſtern monſoon in it's full force, ſo that it

would be impoſſible for the ſtouteſt beſt manned ſhi
to get in. Beſides, this coaſt being between fou
and five hundred leagues diſtant from us, we, i
our languiſhing circumſtances, could expect no o
ther than to be deſtroyed by the ſcurvy, long be
fore the moſt favourable gale could enable us to com
pleat ſo extenſive a navigation. For our deaths wer
by this time extremely alarming, no day paſſing i
which we did not bury eight or ten, and ſometim
twelve of our men; and thoſe, who had as yet co
tinued healthy, began to fall down apace. Indee
we made the beſt uſe we could of our preſent calm
by employing our Carpenters in ſearching after th
leak, which, notwithſtanding the little wind w
had, was now conſiderable. The Carpenters
length diſcovered it to be in the Gunner's fore ſtor
room, where the water ruſhed in under the breaſ
hook, on each ſide of the ſtem; but though the
found where it was, they agreed it was impoſſib
to ſtop it, till they could come at it on the outſide
which was evidently a matter not to be attempte
till we ſhould arrive in port. However, they di
the beſt they could within board, and were fortuna
enough to reduce it, which was a conſiderable r
lief to us.

We hitherto conſidered the calm which ſucceede
the ſtorm, and which had now continued for ſom
days, as a very great misfortune; ſince the curren
were all the time driving us to the northward of o
parallel, and we thereby riſqued the miſſing of t
Ladrones, which we at preſent conceived ourſelv
to be very near. But when a gale ſprung up, o
condition was ſtill worſe: for it blew from the S. W
and conſequently was directly oppoſed to the cour
we wanted to ſteer: And though it ſoon veered

the N. E, yet this ſerved only to tantalize us, as it returned back again in a very ſhort time to it's old quarter. However, on the 22d of *Auguſt* we had the ſatisfaction to find that the current was ſhifted; and had ſet us to the ſouthward. And the 23d, at day-break, we were cheered with the diſcovery of two Iſlands in the weſtern board. This gave us all great joy, and raiſed our drooping ſpirits; for till then an univerſal dejection had ſeized us, and we almoſt deſpaired of ever ſeeing land again. The neareſt of theſe Iſlands, as we learnt afterwards, was *Anatacan*; this we judged to be full fifteen leagues from us, it ſeemed to be high land, though of an indifferent length: The other was the Iſland of *Serigan*; which had rather the appearance of a rock, than of a place we could hope to anchor at. The view of theſe Iſlands is inſerted at the top of the thirty-third plate. We were extreamly impatient to get in with the neareſt Iſland, where we expected to find anchoring ground, and an opportunity of refreſhing our ſick. But the wind proved ſo variable all day, and there was ſo little of it, that we advanced towards it but ſlowly; however, by the next morning we were got ſo far to the weſtward, that we were in ſight of a third Iſland, which was that of *Paxaros*, and which is marked in the chart only as a rock. This was very ſmall, and the land low, ſo that we had paſſed within leſs than a mile of it, in the night, without obſerving it. At noon being then not four miles from the Iſland of *Anatacan*, the boat was ſent away to examine the anchoring ground and the produce of the place; and we were not a little ſolicitous for her return, as we conceived our fate to depend upon the report we ſhould receive: For the other two Iſlands were ob-

viously enough incapable of furniſhing us with any
aſſiſtance, and we knew not that there were any be-
ſides which we could reach. In the evening the boat
came back, and the crew informed us that there
was no road for a ſhip to anchor in, the bottom
being every where foul ground, and all, except one
ſmall ſpot, not leſs than fifty fathom in depth; that
on that ſpot there was thirty fathom, though not
above half a mile from the ſhore; and that the bank
was ſteep too, and could not be depended on: They
farther told us, that they had landed on the Iſland
not without ſome difficulty on account of the great-
neſs of the ſwell; that they found the ground was
every where covered with a kind of wild cane, or
ruſh; but that they met with no water, and did not
believe the place to be inhabited; though the ſoil
was good, and abounded with groves of coco-nut
trees.

The account of the impoſſibility of anchoring at
this Iſland occaſioned a general melancholy on board;
for we conſidered it as little leſs than the prelude to
our deſtruction; and our deſpondency was increaſed
by a diſappointment we met with the ſucceeding
night; when, as we were plying under top-ſails
with an intention of getting nearer to the Iſland,
and of ſending our boat on ſhore to load with coco-
nuts for the refreſhment of our ſick, the wind
proved ſqually, and blew ſo ſtrong off ſhore, that
we were driven too far to the ſouthward, to ven-
ture to ſend off our boat. And now the only poſ-
ſible circumſtance, that could ſecure the few which
remained alive from periſhing, was the accidental
falling in with ſome other of the *Ladrone* Iſlands
better prepared for our accommodation; but as
our knowledge of theſe Iſlands was extremely im-
perfect

perfect, we were to truſt entirely to chance for our guidance; only as they are all of them uſually laid down near the ſame meridian, and we conceived thoſe we had already ſeen to be part of them, we concluded to ſtand to the ſouthward, as the moſt probable means of diſcovering the reſt. Thus, with the moſt gloomy perſuaſion of our approaching deſtruction, we ſtood from the Iſland of *Anatacan*, having all of us the ſtrongeſt apprehenſions (and thoſe not ill grounded) either of dying by the ſcurvy, or of being deſtroyed with the ſhip, which, for want of hands to work her pumps, might in a ſhort time be expected to founder.

CHAP. II.

Our arrival at *Tinian*, and an account of the Iſland, and of our proceedings there, till the *Centurion* drove out to ſea.

IT was the 26th of *Auguſt*, 1742, in the morning, when we loſt ſight of the Iſland of *Anatacan*, dreading that it was the laſt land we ſhould ever fix our eyes on. But the next morning we diſcovered three other Iſlands to the eaſtward, which were between ten and fourteen leagues diſtant from us. Theſe were, as we afterwards learnt, the Iſlands of *Saypan*, *Tinian*, and *Aguigan*. We immediately ſteered towards *Tinian*, which was the middlemoſt of the three, but we had ſo much of calms and light airs, that though we were helped forwards by the currents, yet on the morrow, at day-break, we had not advanced nearer than within five

five leagues of it. However, we kept on our cours
and about ten o'clock we perceived a proa unde
ſail to the ſouthward, between *Tinian* and *Aguiga*
As we imagined from hence that theſe Iſlands we
inhabited, and knew that the *Spaniards* had alwa
a force at *Guam*, we took the neceſſary precautio
for our own ſecurity: And endeavoured to prev
the enemy as much as poſſible from making an a
vantage of our preſent wretched circumſtances,
which we feared they would be ſufficiently informe
by the manner of our working the ſhip. We ther
fore muſtered all our hands, who were capable
ſtanding to their arms, and loaded our upper an
quarter-deck guns with grape-ſhot; and that w
might the more readily procure ſome intelligence
the ſtate of theſe Iſlands, we ſhowed *Spani*
colours, and hoiſted a red flag at the fore top-maſ
head, hoping thereby to give our ſhip the a
pearance of the *Manila* galeon, and to decoy ſom
of the inhabitants on board us. Thus preparin
ourſelves, and ſtanding towards the land, we we
near enough, at three in the afternoon, to ſend th
Cutter in ſhore, to find out a proper birth for th
ſhip; and we ſoon perceived that a proa put o
from the iſland to meet the Cutter, fully perſuade
as we afterwards found, that we were the *Mani*
ſhip. As we ſaw the Cutter returning with the pro
in tow, we inſtantly ſent the Pinnace to receive th
proa and the priſoners, and to bring them on boar
that the Cutter might proceed on her errand. Th
Pinnace came back with a *Spaniard* and four *Indian*
which were the people taken in the proa: And th
Spaniard being immediately examined as to the pro
duce and circumſtances of this Iſland of *Tinian*, h
account of it ſurpaſſed even our moſt ſanguine hope

Fo

For he informed us, that though it was uninhabited, (which in itſelf, conſidering our preſent defenceleſs condition, was a convenience not to be deſpiſed) yet it wanted but few of the accommodations that could be expected in the moſt cultivated country. In particular he aſſured us, that there was plenty of very good water, that there were an incredible number of cattle, hogs, and poultry running wild on the Iſland, all of them excellent in their kind; that the woods afforded ſweet and ſowre oranges, limes, lemons, and coco-nuts in great abundance, beſides a fruit peculiar to theſe Iſlands, which ſerved inſtead of bread; that from the quantity and goodneſs of the proviſions produced here, the *Spaniards* at *Guam* made uſe of it as a ſtore for ſupplying the garriſon; and that he himſelf was a Serjeant of that garriſon, who was ſent hither with twenty-two *Indians* to jerk beef, which he was to load for *Guam* on board a ſmall bark of about fifteen tun, which lay at anchor near the ſhore.

This relation was received by us with inexpreſſible joy: Part of it we were ourſelves able to verify on the ſpot, as we were by this time near enough to diſcover ſeveral numerous herds of cattle feeding in different places of the Iſland; and we did not any ways doubt the reſt of his narration; ſince the appearance of the ſhore prejudiced us greatly in it's favour, and made us hope, that not only our neceſſities might be there fully relieved, and our diſeaſed recovered, but that, amidſt thoſe pleaſing ſcenes which were then in view, we might procure ourſelves ſome amuſement and relaxation, after the numerous fatigues we had undergone. For the proſpect of the country did by no means reſemble that of an uninhabited and uncultivated place; but had

had much more the air of a magnificent plantation where large lawns and ſtately woods had been laid out together with great ſkill, and where the whole had been ſo artfully combined, and ſo judiciouſly adapted to the ſlopes of the hills, and the inequalities of the ground, as to produce a moſt ſtriking effect, and to do honour to the invention of the contriver. Thus, (an event not unlike what we had already ſeen) we were forced upon the moſt deſirable and ſalutary meaſures by accidents, which at firſt ſight we conſidered as the greateſt of misfortunes; for had we not been driven by the contrary winds and currents to the northward of our courſe, (a circumſtance, which at that time gave us the moſt terrible apprehenſions) we ſhould, in all probability, never have arrived at this delightful Iſland, and conſequently we ſhould have miſſed of that place, where alone all our wants could be moſt amply relieved, our ſick recovered, and our enfeebled crew once more refreſhed, and enabled to put again to ſea.

The *Spaniſh* Serjeant, from whom we received the account of the Iſland, having informed us that there were ſome *Indians* on ſhore under his command, employed in jerking beef, and that there was a bark at anchor to take it on board; we were deſirous, if poſſible, to prevent the *Indians* from eſcaping, ſince they would certainly have given the Governor of *Guam* intelligence of our arrival, we therefore immediately diſpatched the Pinnace to ſecure the bark, as the Serjeant told us that was the only imbarkation on the place; and then, about eight in the evening, we let go our anchor in twenty-two fathom. But though it was almoſt calm, and whatever vigour and ſpirit was to be found on board was doubtleſs exerted to the utmoſt on this pleaſing occaſion,

occaſion, when, after having kept the ſea for ſome months, we were going to take poſſeſſion of this little paradiſe; yet we were full five hours in furling our ſails. It is true, we were ſomewhat weakened by the crews of the Cutter and Pinnace which were ſent on ſhore; but it is not leſs true, that, including thoſe abſent with the boats and ſome Negroes and *Indians* priſoners, all the hands we could muſter capable of ſtanding at a gun amounted to no more than ſeventy-one, moſt of which too were incapable of duty, except on the greateſt emergencies. This, inconſiderable as it may appear, was the whole force we could collect, in our preſent enfeebled condition, from the united crews of the *Centurion*, the *Glouceſter*, and the *Tryal*, which, when we departed from *England*, conſiſted all together of near a thouſand hands.

When we had furled our ſails, our people were allowed to repoſe themſelves during the remainder of the night to recover them from the fatigue they had undergone. But in the morning a party was ſent on ſhore well armed, of which I myſelf was one, to make ourſelves maſters of the landing place, ſince we were not certain what oppoſition might be made by the *Indians* on the Iſland: We landed however without difficulty; for the *Indians* having perceived, by our ſeizure of the bark the night before, that we were enemies, they immediately fled into the woody parts of the Iſland. We found on ſhore many huts which they had inhabited, and which ſaved us both the time and trouble of erecting tents; one of theſe huts which the *Indians* made uſe of for a ſtore-houſe was very large, being twenty yards long, and fifteen broad: This we immediately cleared of ſome bales of jerked beef, which had been

been left in it, and converted it into an hoſpital fo
our ſick, who as ſoon as the place was ready to re
ceive them were brought on ſhore, being in all
hundred and twenty-eight. Numbers of theſe wer
ſo very helpleſs, that we were obliged to carry ther
from the boats to the hoſpital upon our ſhoulders, i
which humane employment (as before at *Juan*
Fernandes) the Commodore himſelf, and every on
of his officers, were engaged without diſtinction
and, notwithſtanding the extreme debility and th
dying aſpects of the greateſt part of our ſick, it
almoſt incredible how ſoon they began to feel th
ſalutary influence of the land: For, though w
buried twenty-one men on this and the precedin
day, yet we did not loſe above ten men mor
during the whole two months we ſtaid here: Bu
our diſeaſed in general, reaped ſo much benefit fro
the fruits of the Iſland, particularly thoſe of th
acid kind, that, in a week's time, there were bu
few of them who were not ſo far recovered, as t
be able to move about without help.

Being now in ſome ſort eſtabliſhed at this place
we were enabled more diſtinctly to examine it'
qualities and productions; and that the reade
may the better judge of our manner of life here, an
future Navigators be better apprized of the con
veniencies we met with, I ſhall, before I proceed
any farther in the hiſtory of our own adventures,
throw together the moſt intereſting particulars tha
came to our knowledge, relating to the ſituation
ſoil, produce, and accommodations of this Iſland
of *Tinian*.

This Iſland lies in the latitude of 15° : 8′ North
and longitude from *Acapulco* 114° : 50′ Weſt. It'
length is about twelve miles, and it's breadth abou
half

alf as much; it extending from the S. S. W. to
. N. E. The ſoil is every where dry and healthy,
d being withal ſomewat ſandy, it is thereby the
s diſpoſed to a rank and over luxuriant vegetation;
d hence the meadows and the bottoms of the
oods are much neater and ſmoother, than is cuſ-
mary in hot climates. The land roſe in gentle
opes from the very beach where we watered, to the
iddle of the Iſland, though the general courſe of
's aſcent was often interrupted by vallies of an eaſy
ſcent, many of which wind irregularly through
e country. Theſe vallies and the gradual ſwellings
f the ground, which their different combinations
ave riſe to, were moſt beautifully diverſified by the
utual encroachments of woods and lawns, which
afted each other, and traverſed the Iſland in large
acts. The woods conſiſted of tall and well ſpread
ees, the greateſt part of them, celebrated either
r their aſpect, or their fruit: Whilſt the lawns
ere uſually of a conſiderable breadth, their turf
uite clean and uniform, it being compoſed of a very
ne trefoil, which was intermixed with a variety of
owers. The woods too were in many places open,
d free from all buſhes and underwood, ſo that
ey terminated on the lawns with a well defined
ut-line, where neither ſhrubs nor weeds were to
e ſeen; but the neatneſs of the adjacent turf was
equently extended to a conſiderable diſtance, under
e hollow ſhade formed by the trees. Hence aroſe
great number of the moſt elegant and entertaining
roſpects, according to the different blendings of
eſe woods and lawns, and their various interſections
ith each other, as they ſpread themſelves differently
rough the vallies, and over the ſlopes and de-
livities in which the place abounded. Nor were

the

the allurements of *Tinian* confined to the excellency of it's landſkips only; ſince the fortunate animals which during the greateſt part of the year are the ſole lords of this happy ſoil, partake in ſum meaſure of the romantic caſt of the Iſland, and are no ſmall addition to it's wonderful ſcenary: for the cattle, of which it is not uncommon to ſee herds of ſome thouſands feeding together in a large meadow, are certainly the moſt remarkable in the world; as they are all of them milk-white, except, their ears which are generally brown or black. And though there are no inhabitants here, yet the clamour and frequent parading of domeſtic poultry, which range the woods in great numbers, perpetually excite the idea of the neighbourhood of farms and villages, and greatly contribute to the chearfulneſs and beauty of the place. The cattle on *Tinian* we computed were at leaſt ten thouſand; we had no difficulty in getting near them, for they were not at all ſhy of us. Our firſt method of killing them was ſhooting them but at laſt, when, by accidents to be hereafter recited, we were obliged to huſband our ammunition, our men ran them down with eaſe. Their fleſh was extremely well taſted, and was believed by us to be much more eaſily digeſted, than any we had ever met with. The fowls too were exceeding good, and were likewiſe run down with little trouble; for they could ſcarce fly further than an hundred yards at a flight, and even that fatigued them to ſuch a degree, that they could not readily riſe again; ſo that, aided by the openneſs of the woods, we could at all times furniſh ourſelves with whatever number we wanted. Beſides the cattle and the poultry, we found here abundance of wild hogs: Theſe were moſt excellent food; but as they were a very fierce animal

nimal, we were obliged either to ſhoot them, or to unt them with large dogs, which we found upon the lace at our landing, and which belonged to the etachment which was then upon the Iſland amaſſing rovifions for the garriſon of *Guam*. As theſe dogs ad been purpoſely trained to the killing of the wild ogs, they followed us very readily, and hunted for ; but though they were a large bold breed, the ogs fought with ſo much fury, that they frequently eſtroyed them, whence we by degrees loſt the reateſt part of them.

This place was not only extremely grateful to us, om the plenty and excellency of it's freſh provi-ons, but was as much perhaps to be admired on count of it's fruits and vegetable productions, hich were moſt fortunately adapted to the cure of e ſea ſcurvy, the diſeaſe which had ſo terribly re-uced us. For in the woods there were inconceiv-le quantities of coco-nuts, with the cabbages rowing on the ſame tree: There were beſides, avoes, limes, ſweet and ſowre oranges, and a nd of fruit peculiar to theſe Iſlands, called by the dians *Rhymay*, but by us the *Bread Fruit*, for it as conſtantly eaten by us during our ſtay upon the and inſtead of bread, and ſo univerſally preferred it that no ſhip's bread was expended in that whole erval. It grew upon a tree which is ſomewhat ty, and which towards the top divides into large d ſpreading branches. The leaves of this tree are a remarkable deep green, are notched about the ges, and are generally from a foot to eighteen hes in length. The fruit itſelf is found indiffe-tly on all parts of the branches; it is in ſhape ra-r elliptical than round, it is covered with a rough d, and is uſually ſeven or eight inches long; each

of them grows ſingly, and not in cluſters. Th
fruit is fitteſt to be uſed when it is full grown, b
ſtill green; in which ſtate, after it is properly pr
pared by being roaſted in the embers, it's taſte h
ſome diſtant reſemblance to that of an artichoke
bottom, and it's texture is not very different, for
is ſoft and ſpongy. As it ripens it becomes ſoft
and of a yellow colour, when it contracts a luſcio
taſte and an agreeable ſmell, not unlike a ri
peach; but then it is eſteemed unwholſome, and
ſaid to produce fluxes. I ſhall only add, th
it is deſcribed both by *Dampier*, and in *Ra*
Hiſtory of Plants: And that in the view of t
watering place, Plate XXXIV, there is drawn o
of the trees bearing this fruit, being that mar
ed with the letter (*c*). Beſides the fruits alrea
enumerated, there were many other vegetables e
tremely conducive to the cure of the malady we h
long laboured under, ſuch as water-melons, dand
lion, creeping purſlain, mint, ſcurvy-graſs, and ſo
rel; all which, together with the freſh meats
the place, we devoured with great eagerne
prompted thereto by the ſtrong inclination, whic
in ſcorbutic diſorders, nature never fails of excitin
for thoſe powerful ſpecifics.

It will eaſily be conceived from what hath be
already ſaid, that our chear upon this Iſland was
ſome degree luxurious; but I have not yet recit
all the varieties of proviſion which we here indulg
in. Indeed we thought it prudent totally to abſta
from fiſh, the few we caught at our firſt arrival ha
ing ſurfeited thoſe who eat of them; but conſideri
how much we had been inured to that ſpecies
food, we did not regard this circumſtance as a d
advantage, eſpecially as the defect was ſo amp
ſuppli

pplied by the beef, pork, and fowls already men-
ned, and by great plenty of wild fowl; for it is
be remembered, that near the centre of the Iſland
re were two conſiderable pieces of freſh water,
ich abounded with duck, teal, and curlew: Not
mention the whiſtling plover, which we found
re in prodigious plenty.

It may now perhaps be wondered at, that an I-
nd ſo exquiſitely furniſhed with the conveniencies
life, and ſo well adapted not only to the ſub-
ence but likewiſe to the enjoyment of mankind,
ould be entirely deſtitute of inhabitants, eſpecially
it is in the neighbourhood of other Iſlands, which
ſome meaſure depend upon this for their ſupport.
o obviate this difficulty, I muſt obſerve, that it is
fifty years ſince the Iſland was depopulated.
e *Indians* we had in our cuſtody aſſured us, that
merly the three Iſlands of *Tinian*, *Rota*, and
m, were all full of inhabitants; and that *Tinian*
ne contained thirty thouſand ſouls: But a ſickneſs
ging amongſt theſe Iſlands which deſtroyed mul-
des of the people, the *Spaniards*, to recruit their
mbers at *Guam*, which were extremely diminiſhed
the mortality, ordered all the inhabitants of *Ti-*
n thither; where, languiſhing for their former
bitations and their cuſtomary method of life, the
ateſt part of them in a few years died of grief,
deed, independent of that attachment which all
ukind have ever ſhown to the places of their birth
d bringing up, it ſhould ſeem from what has
en already ſaid, that there were few countries
re worthy to be regretted than this of *Tinian*.

Theſe poor *Indians* might reaſonably have ex-
ted, at the great diſtance from *Spain* where they
re placed, to have eſcaped the violence and

cruelty of that haughty Nation, ſo fatal to a larg
proportion of the whole human race: But it ſeem
their remote ſituation could not protect them fro
ſharing in the common deſtruction of the weſte
world; all the advantage they received from the
diſtance, being only to periſh an age or two late
It may perhaps be doubted, if the number of t
inhabitants of *Tinian*, who were baniſhed to *Gua*
and who died there pining for their native hom
was ſo conſiderable as what we have related above
but, not to mention the concurrent aſſertion of o
priſoners, and the commodiouſneſs of the Iſlan
and it's great fertility, there are ſtill remains to
met with on the place, which ſhow it to have be
once extremely populous. For there are, in
parts of the Iſland, many ruins of a very particul
kind: Theſe uſually conſiſt of two rows of ſqua
pyramidal pillars, each pillar being about ſix fe
from the next, and the diſtance between the ro
being about twelve feet; the pillars themſelves
about five feet ſquare at the baſe, and about thi
teen feet high; and on the top of each of the
there is a ſemi-globe, with the flat ſurface upward
the whole of the pillars and ſemi-globe is ſolid, b
ing compoſed of ſand and ſtone cemented togeth
and plaiſtered over. This odd fabrick will be bet
underſtood, by inſpecting the view of the waterin
place already referred to; where an aſſemblage
theſe pillars is drawn, and is denoted by the letter (
If the account our priſoners gave us of theſe ſtru
tures was true, the Iſland muſt indeed have be
moſt extraordinarily well peopled; ſince they
ſured us, that they were the foundations of par
cular buildings ſet apart for thoſe *Indians* only, w
had engaged in ſome religious vow; monaſtic inſ
tutio

tions being often to be met with in many Pagan nations. However, if theſe ruins were originally the baſis of the common dwelling-houſes of the natives, their numbers muſt have been conſiderable; for in many parts of the Iſland they are extremely thick planted, and ſufficiently evince the great plenty of it's former inhabitants. But to return to the preſent ſtate of the Iſland.

Having briefly recounted the conveniencies of this place, the excellency and quantity of it's fruits and proviſions, the neatneſs of it's lawns, the ſtatelineſs, freſhneſs, and fragrance of it's woods, the happy inequality of it's ſurface, and the variety and elegance of the views it afforded; I muſt now obſerve that all theſe advantages were greatly enhanced by the healthineſs of it's climate, by the almoſt conſtant breezes which prevail there, and by the frequent ſhowers which fell there; for theſe inſtead of the heavy continued rains which in ſome countries render great part of the year ſo unpleaſing, were uſually of a very ſhort and almoſt momentary duration. Hence they were extremely grateful and refreſhing, and were perhaps one cauſe of the ſalubrity of the air, and of the extraordinary influence it was obſerved to have upon us, in increaſing and invigorating our appetites and digeſtion. This effect was indeed remarkable, ſince thoſe amongſt our officers, who were at all other times ſpare and temperate eaters, who, beſides a ſlight breakfaſt, uſed to make but one moderate repaſt a day, were here, in appearance, transformed into gluttons; for inſtead of one reaſonable fleſh-meal, they were now ſcarcely ſatisfied with three, each of them too ſo prodigious in quantity, as would at another time have produced a fever or a ſurfeit. And yet our

digeſtion ſo well correſponded to the keenneſs o
our appetites, that we were neither diſordered no
even loaded by this uncommon repletion; for afte
having, according to the cuſtom of the Iſland, mad
a large beef breakfaſt, it was not long before we be
gan to conſider the approach of dinner as a very de
ſirable, though ſomewhat tardy, incident.

After giving theſe large encomiums to this Iſland
in which however, I conceive, I have not done i
juſtice; it is neceſſary I ſhould ſpeak of thoſe cir
cumſtances in which it is defective, whether in poin
of beauty or utility. And firſt, with reſpect to it
water. I muſt own, that before I had ſeen thi
ſpot, I did not conceive that the abſence of runnin
water, of which it is entirely deſtitute, could hav
been ſo well replaced by any other means, as it is i
this Iſland; ſince though there are no ſtreams, ye
the water of the wells and ſprings, which are to b
met with every where near the ſurface, is extremel
good; and in the midſt of the Iſland there are two
or three conſiderable pieces of excellent water, th
turf of whoſe banks was as clean, as even, and a
regularly diſpoſed, as if they had been baſons pur
poſely made for the decoration of the place. It mu
however be confeſſed, that with regard to the beau
ty of the proſpects, the want of rills and ſtreams i
a very great defect, not to be compenſated either b
large pieces of ſtanding water, or by the neigh
bourhood of the ſea, though that, from the ſmall
neſs of the Iſland, generally makes a part of ever
extenſive landſkip.

As to the reſidence upon the Iſland, the principa
inconvenience attending it is the vaſt numbers o
muſcatos, and various other ſpecies of flies, toge
ther with an inſect called a tick, this, though prin
cipall

cipally attached to the cattle, would yet frequently liſten upon our limbs and bodies, and if not perceived and removed in time, would bury it's head under the ſkin, and raiſe a painful inflammation. We found here too centipedes and ſcorpions, which we ſuppoſed were venomous, though none of us ever received any injury from them.

But the moſt important and formidable exception to this place remains ſtill to be told. This is the inconvenience of the road, and the little ſecurity there is in ſome ſeaſons for a ſhip at anchor. The only proper anchoring place for ſhips of burthen is at the S. W. end of the Iſland. As a direction for readily finding it, there is in the thirty-fifth plate a very accurate view of the S. W. ſide of the Iſland, where (*a*) is the peak of *Saypan*, ſeen over the northern part of *Tinian*, and bearing N. N. E. $\frac{1}{2}$ E. And (*b*) is the anchoring place, diſtant eight miles from the obſerver. And as an additional aſſiſtance, there is alſo added in the thirty-ſixth plate, a near view of the anchoring place itſelf, which repreſents it ſo exactly, that none can poſſibly miſtake it. Here the *Centurion* anchored in twenty and twenty-two fathom water, about a mile and an half diſtant from the ſhore, oppoſite to a ſandy bay. The bottom of this road is full of ſharp-pointed coral rocks, which, during four months of the year, that is, from the middle of *June* to the middle of *October*, render it a very unſafe anchorage. This is the ſeaſon of the weſtern monſoons, when near the full and change of the moon, but more particularly at the change, the wind is uſually variable all round the compaſs, and ſeldom fails to blow with ſuch fury, that the ſtouteſt cables are not to be confided in: What adds to the danger at theſe times, is the

exceſſive rapidity of the tide of flood which ſets to the S. E, between this Iſland and that of *Aguiguan* a ſmall Iſlet near the ſouthern extremity of *Tinian* which is repreſented in the general chart, hereafter inſerted, only by a dot. This tide runs at firſt with a vaſt head and overfall of water, occaſioning ſuch a hollow and overgrown ſea, as is ſcarcely to be conceived; ſo that (as will be more particularly recited in the ſequel) we were under the dreadful apprehenſions of being pooped by it, though we were in a ſixty gun ſhip. In the remaining eight months of the year, that is, from the middle of *October* to the middle of *June*, there is a conſtant ſeaſon of ſettled weather; when, if the cables are but well armed, there is ſcarcely any danger of their being even rubbed: So that during all that interval, it is as ſecure a road as could be wiſhed for. I ſhall only add, that the anchoring bank is very ſhelving, and ſtretches along the S. W. end of the Iſland, and is entirely free from ſhoals, except a reef of rocks which is viſible, and lies about half a mile from the ſhore, affording a narrow paſſage into a ſmall ſandy bay, which is the only place where boats can poſſibly land. Having given this account of the Iſland, and it's produce, it is neceſſary to return to our own hiſtory.

Our firſt undertaking, after our arrival, was the removal of our ſick on ſhore, as hath been related. Whilſt we were thus employed, four of the *Indians* on the Iſland, being part of the *Spaniſh* Searjeant's detachment, came and ſurrendered themſelves to us, ſo that with thoſe we took in the proa, we had now eight of them in our cuſtody. One of the four who ſubmitted undertook to ſhow us the moſt convenient place for killing cattle, and two of our men

were

were ordered to attend him on that ſervice; but one of them unwarily truſting the *Indian* with his firelock and piſtol, the *Indian* eſcaped with them into the woods. His countrymen, who remained behind, were apprehenſive of ſuffering for this perfidy of their comrade; and therefore begged leave to ſend one of their own party into the country, who they engaged ſhould both bring back the arms, and perſuade the whole detachment from *Guam* to ſubmit to us. The Commodore granted their requeſt; and one of them was diſpatched on this errand, who returned next day, and brought back the firelock and piſtol, but aſſured us, he had found them in a path-way in the wood, and proteſted that he had not been able to meet with any one of his countrymen: This report had ſo little the air of truth, that we ſuſpected there was ſome treachery carrying on; and therefore to prevent any future communication amongſt them, we immediately ordered all the *Indians* who were in our power on board the ſhip, and did not permit them to go any more on ſhore.

When our ſick were well ſettled on the Iſland, we employed all the hands that could be ſpared from attending them, in arming the cables with a good rounding, ſeveral fathom from the anchor, to ſecure them from being rubbed by the coral rocks, which here abounded. This being compleated, our next occupation was our leak, and in order to raiſe it out of water, we, on the firſt of *September*, began to get the guns aft to bring the ſhip by the ſtern; and now the Carpenters, being able to come at it on the outſide, they ripped off what was left of the old ſheathing, caulked all the ſeams on both ſides the ſtut-water, and leaded them over, and then new ſheathed the bows to the ſurface of the water. By this

this means we conceived the defect was ſufficiently ſecured; but upon our beginning to return the guns to their ports, we had the mortification to perceive, that the water ruſhed into the ſhip in the old place, with as much violence as ever. Hereupon we were neceſſitated to begin again; and that our ſecond attempt might be more ſucceſsful, we cleared the fore ſtore-room, and ſent a hundred and thirty barrels of powder on board the ſmall *Spaniſh* bark we had ſeized here, by which means we raiſed the ſhip about three feet out of the water forwards. The Carpenters now ripped off the ſheathing lower down, new caulked all the ſeams, and afterwards laid on new ſheathing; and then, ſuppoſing the leak to be effectually ſtopped, we began to move the guns forwards; but the upper deck guns were ſcarcely replaced, when, to our amazement, it burſt out again. As we durſt not cut away the lining within board, leaſt a but-end or a plank might ſtart, and we might go down immediately, we had no other reſource left than chincing and caulking within board. Indeed by this means the leak was ſtopped for ſome time; but when our guns were all fixed in their ports, and our ſtores were taken on board, the water again forcd it's way through a hole in the ſtem, where one of the bolts was driven in: We on this, deſiſted from all farther efforts, being at laſt well aſſured, that the defect was in the ſtem itſelf, and that it was not to be remedied till we ſhould have an opportunity of heaving down.

In the firſt part of the month of *September* ſeveral of our ſick were tolerably recovered by the reſidence on ſhore; and, on the 12th of *September* all thoſe who were ſo far relieved, ſince their arrival as to be capable of doing duty, were ſent on board

the ſhip; And then the Commodore, who was himſelf ill of the ſcurvy, had a tent erected for him on ſhore, where he went with the view of ſtaying a few days to eſtabliſh his health, being convinced by the general experience of his people, that no other method but living on the land was to be truſted to for the removal of this dreadful malady. The place, where his tent was pitched on this occaſion, was near the well, whence we got all our water, and was indeed a moſt elegant ſpot. A view of it hath been already referred to under the title of the watering place, where (*b*) is the Commodore's tent, and (*d*) the well we watered at.

As the crew on board were now reinforced by the recovered hands returned from the Iſland; we began to ſend our caſk on ſhore to be fitted up, which till this time could not be done, for the Coopers were not well enough to work. We likewiſe weighed our anchors, that we might examine our cables, which we ſuppected had by this time received conſiderable damage. And as the new moon was now approaching, when we apprehended violent gales, the Commodore, for our greater ſecurity, ordered that part of the cables next to the anchors to be armed with the chains of the fire-grapnels; beſides which they were cackled twenty fathom from the anchors, and ſeven fathom from the ſervice, with a good rounding of a 4 $\frac{1}{2}$ inch hauſer; and, being perſuaded that the dangers of this road demanded our utmoſt foreſight, we to all theſe precautions added that of lowering the main and foreyard cloſe down, that in caſe of blowing weather, the wind might have leſs power upon the ſhip, to make her ride a ſtrain.

Thus,

Thus effectually prepared, as we conceived, we waited till the new moon, which was the 18th of *September*, when riding ſafe that and the three ſucceeding days, (though the weather proved very ſqually and uncertain) we flattered ourſelves (for I was then on board) that the prudence of our meaſures had ſecured us from all accidents; but, on the 22d, the wind blew from the eaſtward with ſuch fury, that we ſoon deſpaired of riding out the ſtorm. In this conjuncture we ſhould have been extremely glad that the Commodore and the reſt of our people on ſhore, which were the greateſt part of our hands, had been on board us, ſince our only hopes of ſafety ſeemed to depend on our putting immediately to ſea; but all communication with the ſhore was now abſolutely cut off, for there was no poſſibility that a boat could live, ſo that we were neceſſitated to ride it out, till our cables parted. Indeed we were not long expecting this dreadful event, for the ſmall bower parted at five in the afternoon, and the ſhip ſwung off to the beſt bower; and as the night came on, the violence of the wind ſtill increaſed; tho' notwithſtanding it's inexpreſſible fury, the tide ran with ſo much rapidity, as to prevail over it: For the tide which ſet to the northward at the beginning of the hurricane, turning ſuddenly to the ſouthward about ſix in the evening, forced the ſhip before it, in deſpight of the ſtorm, which blew upon the beam. The ſea now broke moſt ſurprizingly all round us, and a large tumbling ſwell threatened to poop us; by which the long-boat at this time moored a-ſtern, was on a ſudden canted ſo high, that it broke the tranſon of the Commodore's gallery, whoſe cabin was on the quarter-deck, and would doubtleſs have riſen as high as the trafferel, had it not been for the

ſtroke,

ſtroke, which ſtove the boat all to pieces; and yet the poor boat-keeper, though extremely bruiſed, was ſaved almoſt by miracle. About eight, the tide ſlackened, but the wind not abating, the beſt bower cable, by which alone we rode, parted at eleven. Our ſheet anchor, which was the only one we had left, was inſtantly cut from the bow; but before it could reach the bottom, we were driven from twenty-two into thirty-five fathom; and after we had veered away one whole cable, and two thirds of another, we could not find ground with ſixty fathom of line: This was a plain indication, that the anchor lay near the edge of the bank, and could not hold us long. In this preſſing danger, Mr *Saumarez*, our firſt Lieutenant, who now commanded on board, ordered ſeveral guns to be fired, and lights to be ſhown, as a ſignal to the Commodore of our diſtreſs; and in a ſhort time after, it being then about one o'clock, and the night exceſſively dark, a ſtrong guſt, attended with rain and lightning, drove us off the bank, and forced us out to ſea, leaving behind us, on the Iſland, Mr *Anſon*, with many more of our officers, and great part of our crew, amounting in the whole to a hundred and thirteen perſons. Thus were we all, both at ſea and on ſhore, reduced to the utmoſt deſpair by this cataſtrophe; thoſe on ſhore conceiving they had no means left them ever to depart from the Iſland, whilſt we on board being utterly unprepared to ſtruggle with the fury of the ſeas and winds, we were now expoſed to, expected each moment to be our laſt.

CHAP.

CHAP. III.

Tranſactions at *Tinian* after the departure of the *Centurion*.

THE ſtorm, which drove the *Centurion* to ſea, blew with too much turbulence to permit either the Commodore or any of the people on ſhore to hear the guns, which ſhe fired as ſignals of diſtreſs; and the frequent glare of the lightning had prevented the exploſions from being obſerved: So that, when at day break it was perceived from the ſhore that the ſhip was miſſing, there was the utmoſt conſternation amongſt them: For much the greateſt part of them immediately concluded that ſhe was loſt, and intreated the Commodore that the boat might be ſent round the Iſland to look after the wreck; and thoſe who believed her ſafe, had ſcarcely any expectation that ſhe would ever be able to make the Iſland again: Since the wind continued to blow ſtrong at Eaſt, and they well knew how poorly ſhe was manned and provided for ſtruggling with ſo tempeſtuous a gale. In either of theſe views their ſituation was indeed moſt deplorable: For if the *Centurion* was loſt, or ſhould be incapable of returning, there appeared no poſſibility of their ever getting off the Iſland: As they were at leaſt ſix hundred leagues from *Macao*, which was their neareſt port; and they were Maſters of no other veſſel than the ſmall *Spaniſh* bark, of about fifteen tun, ſeized at their firſt arrival, which would not even hold a fourth part of their number. And the chance of their being taken off the Iſland by the caſual

caſual arrival of any other ſhip, was altogether deſperate; as perhaps no *European* ſhip had ever anchored here before, and it were madneſs to expect that like incidents ſhould ſend another here in an hundred ages to come: So that their deſponding thoughts could only ſuggeſt to them the melancholy proſpect of ſpending the remainder of their days on this Iſland, and bidding adieu for ever to their country, their friends, their families, and all their domeſtic endearments.

Nor was this the worſt they had to fear: For they had reaſon to apprehend, that the Governor of *Guam*, when he ſhould be informed of their circumſtances, might ſend a force ſufficient to overpower them, and to remove them to that Iſland; and then, the moſt favourable treatment they could expect would be to be detained priſoners during life; ſince, from the known policy and cruelty of the *Spaniards* in their diſtant ſettlements, it was rather to be ſuppoſed, that the Governor, if he once had them in his power, would make their want of commiſſions (all of them being on board the *Centurion*) a pretext for treating them as pirates, and for depriving them of their lives with infamy.

In the midſt of theſe gloomy reflections, Mr *Anſon*, though he always kept up his uſual compoſure and ſteadineſs, had doubtleſs his ſhare of diſquietude. However having ſoon projected a ſcheme for extricating himſelf and his men from their preſent anxious ſituation, he firſt communicated it to ſome of the moſt intelligent perſons about him; and having ſatisfied himſelf that it was practicable, he then endeavoured to animate his people to a ſpeedy and vigorous proſecution of it. With this view he repreſented to them, how little foundation there

there was for their apprehenſions of the *Centurion*
being loſt: That he ſhould have preſumed, they ha
been all of them better acquainted with ſea-affairs
than to give way to the impreſſion of ſo chimerica
a fright; that he doubted not, but if they woul
ſeriouſly conſider what ſuch a ſhip was capable o
enduring, they would confeſs there was not the lea
probability of her having periſhed: That he wa
not without hopes that ſhe might return in a fe
days; but if ſhe did not, the worſt that could b
imagined was, that ſhe was driven ſo far to th
leeward of the Iſland that ſhe could not regain i
and that ſhe would conſequently be obliged to be
away for *Macao* on the coaſt of *China:* That as
was neceſſary to be prepared againſt all events, h
had, in this caſe, conſidered of a method of carr
ing them off the Iſland, and of joining their old ſh
the *Centurion* again at *Macao:* That this metho
was to hale the *Spaniſh* bark on ſhore, to ſaw h
aſunder, and to lengthen her twelve feet, whi
would enlarge her to near forty tun burthen, a
would enable her to carry them all to *China:* Th
he had conſulted the Carpenters, and they had agre
that this propoſal was very feazible, and that nothi
was wanting to execute it, but the united reſoluti
and induſtry of the whole body: And having adde
that for his own part he would ſhare the fatigue a
labour with them, and would expect no more fro
any man than what he, the Commodore himſelf, w
ready to ſubmit to; he concluded with repreſenti
to them the importance of ſaving time; urging th
in order to be the better ſecured at all events, it w
expedient to ſet about the work immediately, a
to take it for granted, that the *Centurion* would n
be able to put back (which was indeed the Co
modor

dore's ſecret opinion); ſince if ſhe did return, ſhould only throw away a few days application; if ſhe did not, their ſituation, and the ſeaſon of year, required their utmoſt diſpatch.

Theſe remonſtrances, though not without effect, not at firſt operate ſo powerfully as Mr *Anſon* ld have wiſhed: He indeed raiſed their ſpirits, ſhowing them the poſſibility of their getting y, of which they had before deſpaired; but , from their confidence in this reſource, they w leſs apprehenſive of their ſituation, gave a ter ſcope to their hopes, and flattered themſelves the *Centurion* would be able to regain the Iſland, prevent the execution of the Commodore's me, which they could eaſily foreſee would be a k of conſiderable labour: Hence it was ſome before they were all of them heartily engaged the project; but at laſt, being convinced of the oſſibility of the ſhip's return, they betook themes zealouſly to the different taſks allotted them, were as induſtrious and as eager as their Comder could deſire; punctually aſſembling by dayk at the rendezvous, whence they were diſted to their different employments, which they owed with unuſual vigour till night came on.

And here I muſt interrupt the courſe of this ſtion to relate an incident, which for a ſhort gave Mr *Anſon* more concern than all the preng diſaſters. A few days after the ſhip was n off, ſome of the people on ſhore cried out, ! This ſpread a general joy, every one ſupng that it was the ſhip returning; but preſently, cond ſail was deſcried, which quite deſtroyed firſt conjecture, and made it difficult to gueſs t they were. The Commodore eagerly turned

his glaſs towards them, and ſaw they were tw
boats; on which it immediately occurred to hi
that the *Centurion* was gone to the bottom, a
that theſe were her two boats coming back with t
remains of her people; and this ſudden and u
expected ſuggeſtion wrought on him ſo powerfull
that, to conceal his emotion, he was obliged (wit
out ſpeaking to any one) inſtantly to retire to h
tent, where he paſs'd ſome bitter moments, in t
firm belief that the ſhip was loſt, and that now
his views of farther diſtreſſing the enemy, and
ſtill ſignalizing his expedition by ſome importa
exploit, were at an end.

However he was ſoon relieved from theſe diſtur
ing thoughts, by diſcovering that the two boats
the offing were *Indian* proas; and perceiving th
they made towards the ſhore, he directed every a
pearance that could give them any ſuſpicion to
removed, concealing his people, in the adjace
thickets, ready to ſecure the *Indians* when th
ſhould land: But, after the proas had ſtood
within a quarter of a mile of the beech, they ſu
denly ſtopt ſhort, and remaining there motionle
for near two hours, they then got under ſail agai
and ſteered to the ſouthward. Let us now retu
to the projected enlargement of the bark.

If we examine how they were prepared for goi
through with this undertaking, on which th
ſafety depended; we ſhall find, that, independe
of other matters which were of as much conſequenc
the lengthning of the bark alone was attended wi
great difficulty. Indeed, in a proper place, whe
all the neceſſary materials and tools were to be ha
the embarraſſment would have been much leſs; b
ſome of theſe tools were to be made, and many
th

the materials were wanting; and it required no ſmall degree of invention to ſupply all theſe deficiencies. And when the hull of the bark ſhould be compleated, this was but one article; and there were others of equal weight, which were to be well conſidered: Theſe were the rigging it, the victualling it, and laſtly, the navigating it, for the ſpace of ſix or ſeven hundred leagues, thro' unknown ſeas, where no one of the company had ever paſſed before: And in theſe particulars ſuch obſtacles occurred, that, without the intervention of very extraordinary and unexpected accidents, the poſſibility of the whole enterprize would have fallen to the ground, and their utmoſt induſtry and efforts muſt have been fruitleſs. Of all theſe circumſtances I ſhall make a ſhort recital.

It fortunately happened that the Carpenters, both of the *Glouceſter* and of the *Tryal*, with their cheſts of tools, were on ſhore when the ſhip drove out to ſea; the Smith too was on ſhore, and had with him his forge and ſeveral of his tools, but unhappily his bellows had not been brought from on board; ſo that he was incapable of working, and without his aſſiſtance they could not hope to proceed with their deſign. Their firſt attention therefore was to make him a pair of bellows, but in this they were for ſome time puzzled, by their want of leather; however, as they had hides in ſufficient plenty, and they had found a hogſhead of lime, which the *Indians* or *Spaniards* had prepared for their own uſe, they tanned a few hides with this lime; and though we may ſuppoſe the workmanſhip to be but indifferent, yet the leather they thus procured anſwered the intention tolerably well, and the bellows (to which a gun-barrel ſerved for a pipe) had no other

inconvenience, than that of being ſomewhat ſtrong ſcented from the imperfection of the Tanner's work.

Whilſt the Smith was preparing the neceſſary iron-work, others were employed in cutting down trees, and ſawing them into planks; and this being the moſt laborious taſk, the Commodore wrought at it himſelf for the encouragement of his people. But there being neither blocks nor cordage ſufficient for tackles to haul the bark on ſhore, this occaſioned a new difficulty; however, it was at length reſolved to get her up on rollers; ſince for theſe the body of the coco-nut tree was extremely well fitted; as it's ſmoothneſs and circular turn prevented much labour, and ſuited it to the purpoſe with very little workmanſhip. A number of theſe trees were therefore felled, and the ends of them properly opened for the inſertion of hand ſpikes; and in the mean time a dry dock was dug to receive the bark, and ways were laid from thence quite into the ſea, to facilitate the bringing her up. Neither were theſe the whole of their occupations; ſince beſides thoſe who were thus buſied in preparing meaſures towards the future enlargement of the bark, a party was conſtantly ordered to kill and provide proviſions for the reſt. And though in theſe various employments, ſome of which demanded conſiderable dexterity, it might have been expected there would have been great confuſion and delay; yet good order being once eſtabliſhed, and all hands engaged, their preparations advanced apace. Indeed, the common men, I preſume, were not the leſs tractable from their want of ſpirituous liquors: For, there being neither wine nor brandy on ſhore, the juice of the coco-nut was their conſtant drink; and this, though

though extremely pleaſant, was not at all intoxicating, but kept them very temperate and orderly.

The main work now proceeding ſucceſsfully, the officers began to conſider of all the articles which would be neceſſary to the fitting out the bark for the ſea: On this conſultation it was found, that the tents on ſhore, and the ſpare cordage accidentally left there by the *Centurion*, together with the ſails and rigging already belonging to the bark, would ſerve to rig her indifferently well, when ſhe was lengthened. And as they had tallow in plenty, they propoſed to pay her bottom with a mixture of tallow and lime, which it was known was not ill adapted to that purpoſe: So that with reſpect to her equipment, ſhe would not have been very defective. There was, however, one exception, which would have proved extremely inconvenient, and that was her ſize: For as they could not make her quite forty tun burthen, ſhe would have been incapable of containing half the crew below the deck, and ſhe would have been ſo top-heavy, that if they were all at the ſame time ordered upon deck, there would be no ſmall hazard of her over-ſetting; but this was a difficulty not to be removed, as they could not augment her beyond the ſize already propoſed. After the manner of rigging and fitting up the bark was conſidered and regulated, the next eſſential point to be thought on was, how to procure a ſufficient ſtock of proviſions for their voyage; and here they were greatly at a loſs what expedient to have recourſe to; as they had neither grain nor bread of any kind on ſhore; their bread fruit, which would not keep at ſea, having all along ſupplied it's place: And though they had live cattle enough; yet they had no ſalt to cure beef for a ſea-ſtore, nor would

meat take ſalt in that climate. Indeed, they had preſerved a ſmall quantity of jerked beef, which they found upon the place at their landing; but this was greatly diſproportioned to the run of near ſix hundred leagues, which they were to engage in, and to the number of hands they ſhould have on board. It was at laſt, however, reſolved to put on board as many coco-nuts as they poſſibly could; to prolong to the utmoſt their jerked beef, by a very ſparing diſtribution of it; and to endeavour to ſupply their want of bread by rice; to furniſh themſelves with which, it was propoſed, when the bark was fitted up, to make an expedition to the Iſland of *Rota*, where they were told, that the *Spaniards* had large plantations of rice under the care of the *Indian* inhabitants: But as this laſt meaſure was to be executed by force, it became neceſſary to examine what ammunition had been left on ſhore, and to preſerve it carefully; and on this enquiry, they had the mortification to find, that their firelocks would be of little ſervice to them, ſince all the powder that could be collected, by the ſtricteſt ſearch, did not amount to more than ninety charges, which was conſiderably ſhort of one a-piece to each of the company, and was indeed a very ſlender ſtock of ammunition, for ſuch as were to eat no grain or bread during a whole month, except what they were to procure by force of arms.

But the moſt alarming circumſtance, and which, without the providential interpoſition of very improbable events, would have rendered all their ſchemes abortive, remains yet to be related. The general idea of the fabric and equipment of the veſſel was ſettled in a few days; and this being done, it was not difficult to frame ſome eſtimation of the time

time neceſſary to compleat her. After this, it was natural to expect, that the officers would conſider the courſe they were to ſteer, and the land they were to make. Theſe reflections led them to the diſheartning diſcovery, that there was neither compaſs nor quadrant on the Iſland. Indeed the Commodore had brought a pocket-compaſs on ſhore for his own uſe; but Lieutenant *Brett* had borrowed it to determine the poſition of the neighbouring Iſlands, and he had been driven to ſea in the *Centurion*, without returning it. And as to a quadrant, that could not be expected to be found on ſhore; ſince as it was of no uſe at land, there could be no reaſon for bringing it from on board the ſhip. There were now eight days elapſed, ſince the departure of the *Centurion*, and yet they were not in any degree relieved from this terrible perplexity: At laſt, in rumaging a cheſt belonging to the *Spaniſh* bark, they diſcovered a ſmall compaſs, which, though little better than the toys uſually made for the amuſement of ſchool-boys, was to them an invaluable treaſure. And a few days after, by a ſimilar piece of good fortune, they met with a quadrant on the ſea-ſhore, which had been thrown over-board amongſt other lumber belonging to the dead: The quadrant was eagerly ſeized, but on examination it unluckily wanted vanes, and therefore in it's preſent ſtate was altogether uſeleſs; however, fortune ſtill continuing in a favourable mood, it was not long before a perſon through curioſity pulling out the drawer of an old table, which had been driven on ſhore, found therein ſome vanes, which fitted the quadrant very well; and it being thus compleated, it was examined by the known latitude of the place, and upon trial anſwered to a ſufficient degree of exactneſs.

When now, all theſe obſtacles were in ſome
gree removed, (which were always as much as p
ſible concealed from the vulgar, that they mi
not grow remiſs with the apprehenſion of labour
to no purpoſe) the buſineſs proceeded very ſucc
fully and vigorouſly: The neceſſary iron-work
in great forwardneſs; and the timbers and pla
(which, though not the moſt exquiſite performa
of the Sawyer's art, were yet ſufficient for the p
poſe) were all prepared; ſo that, on the 6th
October, being the 14th day from the departure
the ſhip, they hauled the bark on ſhore, and, on
two ſucceeding days ſhe was ſawn aſunder, thou
with the caution not to cut her planks: And
two parts being ſeparated the proper diſtance fr
each other, and, the materials being all ready
forehand, they, the next day, being the 9th of
tober, went on with no ſmall diſpatch in their p
poſed enlargement of her; whence by this ti
they had all their future operations ſo fairly in vi
and were ſo much maſters of them, that they w
able to determine when the whole would be finiſh
and had accordingly fixed the 5th of *November*
the day of their putting to ſea. But their proje
and labours were now drawing to a ſpeedier and h
pier concluſion; for on the 11th of *October*, in
afternoon, one of the *Glouceſter*'s men, being up
a hill in the middle of the Iſland, perceived
Centurion at a diſtance, and running down with
utmoſt ſpeed towards the landing-place, he, in
way, ſaw ſome of his comrades, to whom he h
looed out with great extaſy, *The ſhip, the ſh*
This being heard by Mr *Gordon*, a Lieutenant
marines, who was convinced by the fellow's tra
po

port that his report was true; Mr *Gordon* directly haſtened towards the place where the Commodore and his people were at work, and being freſh and in breath, eaſily outſtripped the *Glouceſter*'s man, and got before him to the Commodore, who, on hearing this pleaſing and unexpected news, threw down his axe, with which he was then at work, and by his joy broke through, for the firſt time, the equable and unvaried character which he had hitherto preſerved: whilſt the others, who were preſent, inſtantly ran down to the ſea-ſide in a kind of frenzy, eager to feaſt themſelves with a ſight they had ſo ardently longed after, and of which they had now for a conſiderable time deſpaired. By five in the evening, the *Centurion* was viſible in the offing to them all; and, a boat being ſent off with eighteen men to reinforce her, and with freſh meat and fruits for the refreſhment of her crew, ſhe, the next afternoon, happily caſt anchor in the road, where the Commodore immediately came on board her, and was received by us with the ſincereſt and heartieſt acclamations: For, by the following ſhort recital of the fears, the dangers, and fatigues we in the ſhip underwent, during our nineteen days abſence from *Tinian*, it may be eaſily conceived, that a harbour, refreſhments, repoſe, and the joining of our Commander and Shipmates, were not leſs pleaſing to us, than our return was to them.

CHAP.

CHAP. IV.

Proceedings on board the *Centurion*, when driven out to ſea.

THE *Centurion* being now once more ſafely arrived at *Tinian*, to the mutual reſpite of the labours of our divided crew, it is high time that the reader, after the relation already given of the projects and employment of thoſe left on ſhore, ſhould be apprized of the fatigues and diſtreſſes, to which we, whom the *Centurion* carried off to ſea, were expoſed, during the long interval of nineteen days that we were abſent from the Iſland.

It has been already mentioned, that it was the 22d of *September*, about one o'clock, in an extreme dark night, when by the united violence of a prodigious ſtorm, and an exceeding rapid tide, we were driven from our anchors and forced to ſea. Our condition then was truly deplorable; we were in a leaky ſhip, with three cables in our hawſes, to one of which hung our only remaining anchor; we had not a gun on board laſhed, nor a port barred in; our ſhrouds were looſe, and our top-maſts unrigged, and we had ſtruck our fore and main-yards cloſe down, before the hurricane came on, ſo that there were no ſails we could ſet, except our mizen. In this dreadful extremity we could muſter no more ſtrength on board, to navigate the ſhip, than an hundred and eight hands, ſeveral Negroes and *Indians* included: This was ſcarcely the fourth part of our complement; and of theſe the greater number were either boys, or ſuch as, being but lately recovered

recovered from the ſcurvy, had not yet arrived at half their former vigour. No ſooner were we at ſea, but by the violence of the ſtorm, and the working of the ſhip, we made a great quantity of water through our hawſe-holes, ports, and ſcuppers, which, added to the conſtant effect of our leak rendered our pumps alone a ſufficient employment for us all: But though we knew that this leekage, by being a ſhort time neglected, would inevitably end in our deſtruction; yet we had other dangers then hanging over us, which occaſioned this to be regarded as a ſecondary conſideration only. For we all imagined, that we were driving directly on the neighbouring Iſland of *Aguiguan*, which was about two leagues diſtant; and as we had lowered our main and fore-yards cloſe down, we had no ſails we could ſet but the mizen, which was altogether inſufficient to carry us clear of this imminent peril. Urged therefore by this preſſing emergency, we immediately applied ourſelves to work, endeavouring with the utmoſt of our efforts, to heave up the main and fore-yards, in hopes that, if we could but be enabled to make uſe of our lower canvaſs, we might poſſibly weather the Iſland, and thereby ſave ourſelves from this impending ſhipwreck. But after full three hours ineffectual labour, the jeers broke, and the men being quite jaded, we were obliged, by mere debility, to deſiſt, and quietly to expect our fate, which we then conceived to be unavoidable. For we ſoon eſteemed ourſelves to be driven juſt upon the ſhore, and the night was ſo extremely dark, that we expected to diſcover the Iſland no otherwiſe than by ſtriking upon it; ſo that the belief of our deſtruction, and the uncertainty of the point of time when it would take place, occaſioned

us

us to paſs ſeveral hours, under the moſt ſerious apprehenſions, that each ſucceeding moment would ſend us to the bottom. Nor did theſe continued terrors, of inſtantly ſtriking and ſinking, end but with the day-break; when we with great tranſport perceived, that the Iſland, we had thus dreaded, was at a conſiderable diſtance, and that a ſtrong northern current had been the cauſe of our preſervation.

The turbulent weather which forced us from *Tinian*, did not abate till three days after, and then we ſwayed up the fore-yard, and began to heave up the main-yard, but the jeers broke again and killed one of our people, and prevented us at that time from proceeding. The next day, being the 26th of *September*, was a day of moſt ſevere fatigue to us all; for it muſt be remembred, that in theſe exigencies no rank or office exempted any perſon from the manual application and bodily labour of a common ſailor. The buſineſs of this day was no leſs than an endeavour to heave up the ſheet-anchor, which we had hitherto dragged at our bows with two cables an end. This was a work of great importance to our future preſervation: For, not to mention the impediment it would be to our navigation, and hazard to our ſhip, if we attempted to make ſail with the anchor in it's preſent ſituation, we had this moſt intereſting conſideration to animate us, that it was the only anchor we had left, and without ſecuring it we ſhould be under the utmoſt difficulties and hazards whenever we fell in with the land again; and therefore being all of us fully apprized of the conſequence of this enterprize, we laboured at it with the ſevereſt application for full twelve hours, when we had indeed made a conſiderable progreſs, having

having brought the anchor in ſight; but it growing dark, and we being exceſſively fatigued, we were obliged to deſiſt, and to leave our work unfiniſhed till the next morning, and then, refreſhed by the benefit of a night's reſt, we compleated it, and hung the anchor at our bow.

It was the 27th of *September*, that is, five days after our departure, before we had thus ſecured our anchor: However, we the ſame day got up our main-yard; ſo that having now conquered in ſome degree the diſtreſs and diſorder which we were neceſſarily involved in at our firſt driving out to ſea, and being enabled to make uſe of our canvaſs, we ſet our courſes, and for the firſt time ſtood to the eaſtward, in hopes of regaining the Iſland of *Tinian*, and joining our Commodore in a few days; ſince, by our accounts, we were only forty-ſeven leagues diſtant to the South-Weſt. Hence, on the firſt day of *October*, having then run the diſtance neceſſary for making the Iſland according to our reckoning, we were in full expectation of ſeeing it: But here we were unhappily diſappointed, and were thereby convinced that a current had driven us conſiderably to the weſtward. This diſcovery threw us into a new perplexity; for as we could not judge how much we might hereby have deviated, and conſequently how long we might ſtill expect to be at ſea, we had great apprehenſions that our ſtock of water would prove deficient; ſince we were doubtful about the quantity we had on board, finding many of our caſks ſo decayed as to be half leaked out. However, we were delivered from our uncertainty the next day, having then a ſight of the Iſland of *Guam*, and hence we computed that the currents had driven us forty-four leagues to the weſtward of our accounts.

accounts. Being now ſatisfied of our ſituation, by this ſight of land, we kept plying to the eaſtward, though with exceſſive labour; for, the wind continuing fixed in the eaſtern board, we were obliged to tack often, and our crew was ſo weak, that, without the aſſiſtance of every man on board, it was not in our power to put the ſhip about. This ſevere employment laſted till the 11th of *October*, being the nineteenth day from our departure; when arriving in the offing of *Tinian*, we were reinforced from the ſhore, as hath been already related; and on the evening of the ſame day, we, to our inexpreſſible joy, came to an anchor in the road; thereby procuring to our ſhipmates on ſhore, as well as to ourſelves, a ceſſation from the fatigues and apprehenſions, which this diſaſtrous incident had given riſe to.

CHAP. V.

Employment at *Tinian*, till the final departure of the *Centurion* from thence; with a deſcription of the *Ladrones*.

WHEN the Commodore came on board the *Centurion*, after her return to *Tinian*, he reſolved to ſtay no longer at the Iſland than was abſolutely neceſſary to compleat our ſtock of water, a work which we immediately ſet ourſelves about. But the loſs of our long-boat, which was ſtaved againſt our poop, before we were driven out to ſea, put us to great inconveniences in getting our water on board; for we were obliged to raft off all our

caſk,

caſk, and the tide ran ſo ſtrong, that, beſides the frequent delays and difficulties it occaſioned, we more than once loſt the whole raft. Nor was this our only misfortune; for, on the 14th of *October*, being but the third day after our arrival, a ſudden guſt of wind brought home our anchor, forced us off the bank, and drove the ſhip out to ſea a ſecond time. The Commodore, it is true, and the principal officers were now on board; but we had near ſeventy men on ſhore, who had been employed in filling our water, and procuring proviſions: Theſe had with them our two Cutters; but as they were too many for the Cutters to bring off at once, we ſent the eighteen oared barge to aſſiſt them; and at the ſame time made a ſignal for all that could to embark. The two Cutters ſoon came off to us full of men; but forty of the company, who were buſied in killing cattle in the woods, and in bringing them down to the landing-place, remained behind; and though the eighteen oared barge was left for their conveyance, yet, as the ſhip ſoon drove to a conſiderable diſtance, it was not in their power to join us. However, as the weather was favourable, and our crew was now ſtronger than when we were firſt driven out, we, in about five days time, returned again to an anchor at *Tinian*, and relieved thoſe we had left behind us from their ſecond fears of being deſerted by their ſhip.

On our arrival, we found that the *Spaniſh* bark, the old object of their hopes, had undergone a new metamorphoſis: For thoſe on ſhore deſpairing of our return, and conceiving that the lengthening the bark, as formerly propoſed, was both a toilſome and unneceſſary meaſure, conſidering the ſmall number they conſiſted of, they had reſolved to join her again,

again, and to reſtore her to her firſt ſtate; and in this ſcheme they had made ſome progreſs; for they had brought the two parts together, and would have ſoon compleated her, had not our coming back put a period to their labours and diſquietudes.

Theſe people we had left behind informed us, that, juſt before we were ſeen in the offing, two proas had ſtood in very near the ſhore, and had continued there for ſome time; but, on the appearance of our ſhip, they crowded away, and were preſently out of ſight. And, on this occaſion, I muſt mention an incident, which, though it happened during the firſt abſence of the ſhip, was then omitted, to avoid interrupting the courſe of the narration.

It hath been already obſerved, that a part of the detachment, ſent to this Iſland under the command of the *Spaniſh* Serjeant, lay concealed in the woods: Indeed we were the leſs ſolicitous to find them out, as our priſoners all aſſured us, that it was impoſſible for them to get off, and conſequently that it was impoſſible for them to ſend any intelligence about us to *Guam*. But when the *Centurion* drove out to ſea, and left the Commodore on ſhore, he one day, attended by ſome of his officers, endeavoured to make the tour of the Iſland: In this expedition, being on a riſing ground, they obſerved in the valley beneath them the appearance of a ſmall thicket, which, by attending to more nicely, they found had a progreſſive motion: This at firſt ſurprized them; but they ſoon perceived, that it was no more than ſeveral large coco buſhes, which were dragged along the ground, by perſons concealed beneath them. They immediately concluded that theſe were ſome of the Serjeant's party (which was indeed

indeed true;) and therefore the Commodore and his people made after them, in hopes of tracing out their retreat. The *Indians* remarking that they were diſcovered, hurried away with precipitation; but Mr *Anſon* was ſo near them, that he did not loſe ſight of them till they arrived at their cell, which he and his officers entering, found to be abandoned, there being a paſſage from it which had been contrived for the conveniency of flight, and which led down a precipice. They here met with an old firelock or two, but no other arms. However, there was a great quantity of proviſions, particularly ſalted ſparibs of pork, which were excellent; and, from what our people ſaw, they concluded, that the extraordinary appetite, which they had acquired at this Iſland, was not confined to themſelves alone; for, it being about noon, the *Indians* laid out a very plentiful repaſt, conſidering their numbers, and had their bread-fruit and coco-nuts prepared ready for eating, in a manner too which plainly evinced, that, with them a good meal was neither an uncommon nor an unheeded article. The Commodore having in vain ſearched after the path by which the *Indians* had eſcaped, he and his officers contented themſelves with ſitting down to the dinner, which was thus luckily fitted to their preſent hunger; after which, they returned back to their old habitation, diſpleaſed at miſſing the *Indians*, as they hoped to have engaged them in our ſervice, if they could have had any conference with them. I muſt add, that notwithſtanding what our priſoners had aſſerted, we were afterwards aſſured, that theſe *Indians* were carried off to *Guam* long before we left the place. But to return to our hiſtory.

On our coming to an anchor again, after our ſecond driving off to ſea, we laboured indefatigably at getting in our water; and having, by the 20th of *October*, compleated it to fifty tun, which we ſuppoſed would be ſufficient during our paſſage to *Macao*, we on the next day, ſent one of each meſs on ſhore, to gather as large a quantity of oranges, lemons, coco-nuts, and other fruits of the Iſland, as they poſſibly could, for the uſe of themſelves and their meſs-mates, when at ſea. And, theſe purveyors returning on the evening of the ſame day, we then ſet fire to the bark and proa, hoiſted in our boats, and got under ſail, ſteering away towards the South end of the Iſland of *Formoſa*, and taking our leaves for the third and laſt time, of the Iſland of *Tinian*; An Iſland, which, whether we conſider the excellence of it's productions, the beauty of it's appearance, the elegance of it's woods and lawns, the healthineſs of it's air, or the adventures it gave riſe to, may in all theſe views be juſtly ſtiled romantic.

And now, poſtponing for a ſhort time our run to *Formoſa*, and thence to *Canton*, I ſhall interrupt the narration with a deſcription of that range of Iſlands, uſually called the *Ladrones*, or *Marian* Iſlands, of which this of *Tinian* is one.

Theſe Iſlands were diſcovered by *Magellan* in the year 1521; and from the account given of the two he firſt fell in with, it ſhould ſeem that they were thoſe of *Saypan* and *Tinian*; for they are deſcribed as very beautiful Iſlands, and as lying between 15 and 16 degrees of North latitude. Theſe characteriſtics are particularly applicable to the two above-mentioned places; for the pleaſing appearance of *Tinian* hath occaſioned the *Spaniards* to give it the

the additional name of *Buenaviſta*; and *Saypan*, which is in the latitude of 15°: 22′ North, affords no contemptible proſpect when ſeen at ſea, as is ſufficiently evident from the view of it's North Weſt ſide, taken at three leagues diſtance, and exhibited in the thirty-ſeventh plate.

There are uſually reckoned twelve of theſe Iſlands; but it will appear, from the chart of the North part of the *Pacific* Ocean hereafter inſerted, that if the ſmall iſlets and rocks are counted, then their whole number will amount to above twenty. They were formerly moſt of them well inhabited; and even not ſixty years ago, the three principal Iſlands, *Guam*, *Rota*, and *Tinian* together, are aſſerted to have contained above fifty thouſand people: But ſince that time *Tinian* hath been entirely depopulated; and no more than two or three hundred *Indians* have been left at *Rota*, to cultivate rice for the Iſland of *Guam*; ſo that now *Guam* alone can properly be ſaid to be inhabited. This Iſland of *Guam* is the only ſettlement of the *Spaniards*; here they keep a governor and garriſon, and here the *Manila* ſhip generally touches for refreſhment, in her paſſage from *Acapulco* to the *Philippines*. It is eſteemed to be about thirty leagues in circumference, and contains, by the *Spaniſh* accounts, near four thouſand inhabitants, of which a thouſand are ſuppoſed to live in the city of *San Ignatio de Agana*, where the Governor generally reſides, and where the houſes are repreſented as conſiderable, being built with ſtone and timber, and covered with tiles, a very uncommon fabric for theſe warm climates and ſavage countries: Beſides this city, there are upon the Iſland thirteen or fourteen villages. As *Guam* is a port of ſome conſequence, on accont of the refreſh-

ment it yields to the *Manila* ſhip, there are two caſtles on the ſea-ſhore; one is the caſtle of *St Angelo*, which lies near the road where the *Manila* ſhip uſually anchors, and is but an inſignificant fortreſs, mounting only five guns, eight pounders; the other is the caſtle of *St Lewis*, which is N. E. from *St Angelo*, and four leagues diſtant, and is intended to protect a road where a ſmall veſſel anchors, which arrives here every other year from *Manila*. This fort mounts the ſame number of guns as the former: And beſides theſe forts, there is a battery of five pieces of cannon on an eminence near the ſea-ſhore. The *Spaniſh* troops employed at this Iſland conſiſt of three companies of foot, betwixt forty and fifty men each; and this is the principal ſtrength the Governor has to depend on; for he cannot rely on any aſſiſtance from the *Indian* inhabitants, being generally upon ill terms with them, and ſo apprehenſive of them, that he has debarred them the uſe both of fire-arms and lances.

The reſt of theſe Iſlands, though not inhabited, do yet abound with many kinds of refreſhment and proviſion; but there is no good harbour or road amongſt them all: Of that of *Tinian* we have treated largely already; nor is the road of *Guam* much better; ſince it is not uncommon for the *Manila* ſhip, though ſhe propoſes to ſtay there but twenty-four hours, to be forced to ſea, and to leave her boat behind her. This is an inconvenience ſo ſenſibly felt by the commerce at *Manila*, that it is always recommended to the Governor of *Guam*, to uſe his beſt endeavours for the diſcovery of ſome ſecure port in the neighbouring ocean. How induſtrious he may be to comply with his inſtructions I know not; but this is certain, that, notwithſtanding

ing the many Iſlands already found out between the coaſt of *Mexico* and the *Philippines*, there is not any one ſafe port to be met with in that whole tract; though in other parts of the world it is not uncommon for very ſmall Iſlands to furniſh moſt excellent harbours.

From what has been ſaid it appears, that the *Spaniards*, on the Iſland of *Guam*, are extremely few, compared to the *Indian* inhabitants; and formerly the diſproportion was ſtill greater, as may be eaſily conceived from the account given in another chapter, of the numbers heretofore on *Tinian* alone. Theſe *Indians* are a bold, ſtrong, well-limbed people; and, as it ſhould ſeem from ſome of their practices, are no ways defective in underſtanding; for their flying proas in particular, which during ages paſt have been the only veſſels employed by them, are ſo ſingular and extraordinary an invention, that it would do honour to any nation, however dextrous and acute. Since, if we conſider the aptitude of this proa to the navigation of theſe Iſlands, which lying all of them nearly under the ſame meridian, and within the limits of the trade-wind, require the veſſels made uſe of in paſſing from one to the other, to be peculiarly fitted for ſailing with the wind upon the beam; or, if we examine the uncommon ſimplicity and ingenuity of it's fabric and contrivance, or the extraordinary velocity with which it moves, we ſhall, in each of theſe articles, find it worthy of our admiration, and deſerving a place amongſt the mechanical productions of the moſt civilized nations, where arts and ſciences have moſt eminently flouriſhed. As former Navigators, though they have mentioned theſe veſſels, have yet treated of them imperfectly, and, as I conceive, that, be-

ſides their curioſity, they may furniſh both the ſhip
wright and ſeaman with no contemptible o ſerva
tions: I ſhall here inſert a very exact deſcription o
the built, rigging, and working of theſe veſſel
which I am the better enabled to perform, as on
of them fell into our hands on our firſt arrival
Tinian, and Mr *Brett* took it to pieces, that h
might delineate it's fabric and dimenſions wit
greater accuracy: So that the following account ma
be relied on.

The name of flying proa, appropriated to the
veſſels, is owing to the ſwiftneſs with which the
ſail. Of this the *Spaniards* aſſert ſuch ſtories,
muſt appear altogether incredible to one who ha
never ſeen theſe veſſels move; nor are they the on
ly people who recount theſe extraordinary tales
their celerity. For thoſe who ſhall have the curio
ſity to enquire at *Portſmouth* dock, about an exp
riment tried there ſome years ſince, with a very in
perfect one built at that place, will meet with a
counts not leſs wonderful than any the *Spaniard*
have related. However, from ſome rude eſtima
tions made by us, of the velocity with which the
croſſed the horizon at a diſtance, while we lay
Tinian, I cannot help believing, that with a brif
trade-wind they will run near twenty miles an hou
Which, though greatly ſhort of what the *Spaniar*
report of them, is yet a prodigious degree of ſwif
neſs. But let us give a diſtinct idea of it's figure.

The conſtruction of this proa is a direct contr
diction to the practice of all the reſt of mankin
For as it is cuſtomary to make the head of the ve
ſel different from the ſtern, but the two ſides alike
the proa, on the contrary, has her head and ſter
exactly alike, but her two ſides very different; th
ſid

ſide, intended to be always the lee-ſide, being flat; whilſt the windward-ſide is built rounding, in the manner of other veſſels: And, to prevent her overſetting, which from her ſmall breadth, and the ſtrait run of her leeward-ſide, would, without this precaution, infallibly happen, there is a frame laid out from her to windward, to the end of which is faſtened a log, faſhioned into the ſhape of a ſmall boat, and made hollow: The weight of the frame is intended to ballance the proa, and the ſmall boat is by it's buoyancy (as it is always in the water) to prevent her overſetting to windward; and this frame is uſually called an outrigger. The body of the proa (at leaſt of that we took) is formed of two pieces joined end-ways, and ſewed together with bark, for there is no iron uſed in her conſtruction: She is about two inches thick at the bottom, which at the gunwale is reduced to leſs than one: The dimenſions of each part will be better known from the uprights and views contained in the thirty-eighth plate, which were drawn from an exact menſuration; theſe I ſhall endeavour to explain as minutely and diſtinctly as I can.

Fig. 1. Repreſents the proa with her ſail ſet, as ſhe appears when ſeen from the leeward.

Fig. 2. Is a view of her from the head, with the outrigger to the windward.

Fig. 3. Is the plan of the whole; where (AB) is the lee-ſide of the proa; (CD) the windward-ſide; (EFGH) the outrigger or frame laid out to windward; (KL) the boat at the end of it; (MNPQ) two braces from the head and ſtern to ſteady the frame; (RS) a thin plank placed to windward, to prevent the proa from ſhipping of water; this ſerves too for a ſeat to the *Indian* who bales,

and ſometimes goods are carried upon it. (I) is the part of the middle outrigger, on which the maſt is fixed; The maſt itſelf is ſupported (*Fig.* 2.) by the ſhore (CD), and by the ſhroud (EF), and by two ſtays, one of which may be ſeen, in *Fig.* 1. marked (CD), the other is hid by the ſail: The ſail (EFG), in *Fig.* 1, is of matting, and the maſt, yard, boom, and outriggers, are all made of bamboo; The heel of the yard is always lodged in one of the ſockets (T) or (V), *Fig.* 3, according to the tack the proa goes on; and when ſhe alters her tack, they bear away a little to bring her ſtern up to the wind, then by eaſing the halyard, and raiſing the yard, and carrying the heel of it along the lee-ſide of the proa, they fix it in the oppoſite ſocket; whilſt the boom at the ſame time, by letting fly the ſheet (M), and haling the ſheet (N), *Fig.* 1, ſhifts into a contrary ſituation to what it had before, and that which was the ſtern of the proa, now becomes the head, and ſhe is trimmed on the other tack. When it is neceſſary to reef or furl the ſail, this is done by rolling it round the boom. The proa generally carries ſix or ſeven *Indians*; two of which are placed in the head and ſtern, who ſteer the veſſel alternately with a paddle according to the tack ſhe goes on, he in the ſtern being the ſteerſman; the other *Indians* are employed either in baling out the water which ſhe accidentally ſhips, or in ſetting and trimming the ſail. From the deſcription of theſe veſſels it is ſufficiently obvious, how dexterouſly they are fitted for ranging this collection of Iſlands called the *Ladrones*: Since as theſe Iſlands bear nearly N. and S. of each other, and are all within the limits of the trade-wind, the proas, by ſailing moſt excellently on a wind, and with either end foremoſt,

foremoſt, can run from one of theſe Iſlands to the other and back again, only by ſhifting the ſail, without ever putting about; and, by the flatneſs of their lee-ſide, and their ſmall breadth, they are capable of lying much nearer the wind than any other veſſel hitherto known, and thereby have an advantage, which no veſſels that go large can ever pretend to: The advantage I mean is that of running with a velocity nearly as great, and perhaps ſometimes greater than what the wind blows with. This, however paradoxical it may appear, is evident enough in ſimilar inſtances on ſhore: Since it is well known, that the ſails of a windmill often move faſter than the wind; and one great ſuperiority of common windmills over all others, that ever were, or ever will be contrived to move with an horizontal motion, is analogous to the caſe we have mentioned of a veſſel upon a wind and before the wind: For the ſails of an horizontal windmill, the faſter they move, the more they detract from the impulſe of the wind upon them; whereas the common windmills, by moving perpendicular to the torrent of air, are nearly as forcibly acted on by the wind, when they are in motion, as when they are at reſt.

Thus much may ſuffice as to the deſcription and nature of theſe ſingular embarkations. I muſt add, that veſſels bearing ſome obſcure reſemblance to theſe are to be met with in various parts of the *Eaſt Indies*, but none of them, that I can learn, to be compared with thoſe of the *Ladrones*, either for their conſtruction or celerity; which ſhould induce one to believe, that this was originally the invention of ſome genius of theſe Iſlands, and was afterwards imperfectly copied by the neighbouring nations: For though the *Ladrone* have no immediate intercourſe

courſe with any other people, yet there lie to the S. and S. W. of them a great number of Iſlands, which are imagined to extend to the coaſt of *New Guinea*. Theſe Iſlands are ſo near the *Ladrones*, that canoes from them have ſometimes, by diſtreſs, been driven to *Guam*; and the *Spaniards* did once diſpatch a bark for their diſcovery, which left two Jeſuits amongſt them, who were afterwards murthered: Whence it may be preſumed that the inhabitants of the *Ladrones*, with their proas, may, by ſtorms or caſualties, have been driven amongſt thoſe Iſlands. Indeed I ſhould conceive, that the ſame range of Iſlands ſtretches to the S. E. as well as the S. W, and to a prodigious diſtance: For *Schouten*, who traverſed the South part of the *Pacific* Ocean in the year 1615, met with a large double canoe full of people, above a thouſand leagues from the *Ladrones* towards the S. E. If that double canoe was any diſtant imitation of the flying proa, which is no very improbable conjecture; it muſt then be ſuppoſed, that a range of Iſlands, near enough to each other to be capable of an accidental communication, is continued thither from the *Ladrones*. This ſeems to be farther evinced from hence, that all thoſe who have croſſed from *America* to the *Eaſt-Indies* in a ſouthern latitude, have never failed of diſcovering ſeveral very ſmall Iſlands ſcattered over that immenſe ocean.

And as there may be hence ſome reaſon to conclude, that there is a chain of Iſlands, ſpreading themſelves ſouthward, towards the unknown boundaries of the *Pacific* Ocean, of which the *Ladrones* are only a part; ſo it appears from the *Spaniſh* chart hereafter inſerted, that the ſame chain is extended from the northward of the *Ladrones* to *Japan*:

pan: Whence in this light the *Ladrones* will be only one ſmall portion of a range of Iſlands reaching from *Japan*, perhaps to the unknown ſouthern Continent. After this ſhort account of theſe places, I ſhall now return to the proſecution of our voyage.

CHAP. VI.

From *Tinian* to *Macao*.

ON the 21ſt of *October*, in the evening, we took our leave of the Iſland of *Tinian*, ſteering the proper courſe for *Macao* in *China*. The eaſtern monſoon was now, we reckoned, fairly ſettled; and we had a conſtant gale blowing right a-ſtern: So that we generally ran from forty to fifty leagues a day. But we had a large hollow ſea purſuing us, which occaſioned the ſhip to labour much; whence our leak was augmented, and we received great damage in our rigging, which by this time was grown very rotten: However, our people were now happily in full health; ſo that there were no complaints of fatigue, but all went through their attendance on the pumps, and every other duty of the ſhip, with eaſe and chearfulneſs.

Before we left *Tinian* we ſwept for our beſt and ſmall bower, and employed the *Indians* to dive in ſearch of them; but all to no purpoſe: Hence, except our prize anchors, which were ſtowed in the hold, and were too light to be depended on, we had only our ſheet-anchor left: And that being obviouſly much too heavy for a coaſting anchor, we were under great concern how we ſhould manage

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on the coaſt of *China*, where we were entire ſtrangers, and where we ſhould doubtleſs be frequently under the neceſſity of coming to an anchor. But we at length removed the difficulty, by fixing two of our largeſt prize-anchors into one ſtock, and placing between their ſhanks two guns, four pounders: This we intended to ſerve as a beſt bower: And a third prize-anchor being in like manner joined to our ſtream-anchor, with guns between them, made us a ſmall bower; ſo that, beſides our ſheet-anchor, we had again two others at our bows, one of which weighed 3900, and the other 2900 pounds.

The 3d of *November*, about three in the afternoon, we ſaw an Iſland, which at firſt we imagined to be *Botel Tobago Xima*: But on our nearer approach we found it to be much ſmaller than that is uſually repreſented; and about an hour after we ſaw another Iſland, five or ſix miles farther to the weſtward. As no chart, or journal we had ſeen, took notice of any Iſland to the eaſtward of *Formoſa*, but *Botel Tobago Xima*, and as we had no obſervation of our latitude at noon, we were in ſome perplexity, apprehending that an extraordinary current had driven us into the neighbourhood of the *Baſhee Iſlands*. We therefore, when night came on, brought to, and continued in that poſture till the next morning, which proving dark and cloudy, for ſome time prolonged our uncertainty; but it clearing up about nine o'clock, we again diſcerned the two Iſlands abovementioned; and having now the day before us, we preſſed forwards to the weſtward, and by eleven got a ſight of the ſouthern part of the Iſland of *Formoſa*. This ſatisfied us that the ſecond Iſland we ſaw was *Botel Tobago Xima*, and the firſt a ſmall iſlet or rock, lying five or ſix miles due Eaſt of it, which,

which, not being mentioned in any of our books or charts, had been the occaſion of all our doubts.

When we had made the Iſland of *Formoſa*, we ſteered W. by S, in order to double it's extremity, and kept a good look out for the rocks of *Vele Rete*, which we did not diſcover till two in the afternoon. They then bore from us W. N. W, three miles diſtant, the South end of *Formoſa* at the ſame time bearing N. by W. $\frac{1}{4}$ W, about five leagues diſtant. To give theſe rocks a good birth, we immediately haled up S. by W, and ſo left them between us and the land. Indeed we had reaſon to be careful of them; for though they appeared as high out of the water as a ſhip's hull, yet they are environed with breakers on all ſides, and there is a ſhoal ſtretching from them at leaſt a mile and a half to the ſouthward, whence they may be truly called dangerous. The courſe from *Botel Tobago Xima* to theſe rocks, is S. W. by W, and the diſtance about twelve or thirteen leagues: And the South end of *Formoſa*, off which they lie, is in the latitude of 21° : 50′ North, and, according to our moſt approved reckonings, in 23° : 50′ Weſt longitude from *Tinian*; though ſome of our accounts made it's longitude above a degree more.

While we were paſſing by theſe rocks of *Vele Rete*, there was an outcry of fire on the fore-caſtle; this occaſioned a general alarm, and the whole crew inſtantly flocked together in the utmoſt confuſion, ſo that the officers found it difficult for ſome time to appeaſe the uproar: But having at laſt reduced the people to order, it was perceived that the fire proceeded from the furnace; where the bricks being over-heated, had begun to communicate the fire to the adjacent wood-work: Hence by pulling down

the

the brick-work, it was extinguiſhed with great facility. In the evening we were ſurprized with a view of what we at firſt ſight conceived to have been breakers, but, on a ſtricter examination, we diſcerned them to be only a great number of fires on the Iſland of *Formoſa*. Theſe, we imagined, were intended by the inhabitants of that Iſland as ſignals to invite us to touch there, but that ſuited not our views, we being impatient to reach the port of *Macao* as ſoon as poſſible. From *Formoſa* we ſteered W. N. W, and ſometimes ſtill more northerly, propoſing to fall in with the coaſt of *China*, to the eaſtward of *Pedro Blanco*; as the rock ſo called is uſually eſteemed an excellent direction for ſhips bound to *Macao*. We continued this courſe till the following night, and then frequently brought to, to try if we were in ſoundings: But it was the 5th of *November*, at nine in the morning, before we ſtruck ground, and then we had forty-two fathom, and a bottom of grey ſand mixed with ſhells. When we had run about twenty miles farther W. N. W, we had thirty-five fathom and the ſame bottom; then our ſoundings gradually decreaſed from thirty-five to twenty-five fathom; but ſoon after, to our great ſurprize, they jumped back again to thirty fathom. This was an alteration we could not very well account for, ſince all the charts laid down regular ſoundings every where to the northward of *Pedro Blanco*: We for this reaſon kept a very careful look-out, and altered our courſe to N. N. W, and having run thirty-five miles in that direction, our ſoundings again gradually diminiſhed to twenty-two fathom, and we at laſt, about midnight, got ſight of the main land of *China*, bearing N. by W. four leagues diſtant. We

then

then brought the ſhip to, with her head to the ſea, propoſing to wait for the morning; and before ſunriſe we were ſurprized to find ourſelves in the midſt of an incredible number of fiſhing boats, which ſeemed to cover the ſurface of the ſea as far as the eye could reach. I may well ſtile their number incredible; ſince I cannot believe, upon the loweſt eſtimate, that there were ſo few as ſix thouſand, moſt of them manned with five hands, and none of thoſe we ſaw with leſs than three. Nor was this ſwarm of fiſhing-veſſels peculiar to that ſpot; for, as we ran on to the weſtward, we found them as abundant on every part of the coaſt. We at firſt doubted not but we ſhould procure a Pilot from them to carry us to *Macao*; but though many of them came cloſe to the ſhip, and we endeavoured to tempt them by ſhowing them a number of dollars, a moſt alluring bait for *Chineſe* of all ranks and profeſſions, yet we could not entice them on board us, nor procure any directions from them; though, I preſume, the only difficulty was their not comprehending what we wanted them to do, as we could have no communication with them but by ſigns. Indeed we often pronounced the word *Macao*; but this we had reaſon to ſuppoſe they underſtood in a different ſenſe; ſince in return they ſometimes held up fiſh to us, and we afterwards learnt, that the *Chineſe* name for fiſh is of a ſomewhat ſimilar ſound. But what ſurpriſed us moſt was the inattention and want of curioſity, which we obſerved in this herd of fiſhermen. A ſhip like ours had doubtleſs never been in thoſe ſeas before; and perhaps, there might not be one, amongſt all the *Chineſe*, employed in that fiſhery, who had ever ſeen any *European* veſſel; ſo that we might reaſonably have expected to have been

been conſidered by them as a very uncommon and extraordinary object. But though many of their boats came cloſe to the ſhip, yet they did not appear to be at all intereſted about us, nor did they deviate in the leaſt from their courſe to regard us. Which inſenſibility, eſpecially of maritime perſons, in a matter relating to their own profeſſion, is ſcarcely to be credited, did not the general behaviour of the *Chineſe*, in other inſtances, furniſh us with continual proofs of a ſimilar turn of mind. It may perhaps be doubted, whether this caſt of temper be the effect of nature or education; but, in either caſe, it is an inconteſtable ſymptom of a mean and contemptible diſpoſition, and is alone a ſufficient confutation of the extravagant praiſes, which many prejudiced writers have beſtowed on the ingenuity and capacity of this Nation. But to return.

Not being able to procure any information from the *Chineſe* fiſhermen about our proper courſe to *Macao*, it was neceſſary for us to rely entirely on our own judgment: And concluding from our latitude, which was 22° : 42′ North, and from our ſoundings, which were only ſeventeen or eighteen fathoms, that we were yet to the eaſtward of *Pedro Blanco*, we ſtill ſtood on to the weſtward. And for the aſſiſtance of future Navigators, who may hereafter doubt what part of the coaſt they are upon, I muſt obſerve, that beſides the latitude of *Pedro Blanco*, which is 22° : 18′, and the depth of water, which to the weſtward of that rock is almoſt everywhere twenty fathoms, there is another circumſtance which will be greatly aſſiſtant in judging of the poſition of the ſhip: This is the kind of ground; for, till we came within thirty miles of *Pedro Blanco*, we had conſtantly a ſandy bottom; but

t there the bottom changed to ſoft and muddy, d continued ſo quite to the Iſland of *Macao*; only hile we were in ſight of *Pedro Blanco*, and very ar it, we had for a ſhort ſpace a bottom of eeniſh mud, intermixed with ſand.

It was on the 5th of *November*, at midnight, hen we firſt made the coaſt of *China*. The next y, about two o'clock, as we were ſtanding to the eſtward within two leagues of the coaſt, ſtill ſur-unded by fiſhing veſſels in as great numbers as at t, we perceived that a boat a-head of us waved a d flag, and blew a horn. This we conſidered as ignal made to us, either to warn us of ſome ſhoal, to inform us that they would ſupply us with a ilot: We therefore immediately ſent our Cutter the boat, to know their intentions; when we re ſoon convinced of our miſtake, and found that s boat was the Commodore of the whole fiſhery, d that the ſignal ſhe had made, was to order m all to leave off fiſhing, and to return in ſhore, ich we ſaw them inſtantly obey. Being thus diſ-ointed, we kept on our courſe, and ſhortly after ſed by two very ſmall rocks, which lay four or miles diſtant from the ſhore. We were now in rly expectation of deſcrying *Pedro Blanco*; but ht came on before we got ſight of it, and we efore brought to till the morning, when we had ſatisfaction to diſcover it. *Pedro Blanco* is a k of a ſmall circumference, but of a moderate ght, reſembling a ſugar-loaf, both in ſhape and ur, and is about ſeven or eight miles diſtant m the ſhore. We paſſed within a mile and an f of it, and left it between us and the land, ſtill ping on to the weſtward; and the next day, g the 7th, we were a-breaſt of a chain of Iſlands,

which ſtretched from Eaſt to Weſt. Theſe, as we afterwards found, were called the Iſlands of *Lema*; they are rocky and barren, and are, in all, ſmall and great, fifteen or ſixteen; but there are, beſides many more between them and the main land of *China*. There is in the thirty-ninth plate a view of theſe Iſlands, and likewiſe a view of an Iſland lying off *Macao*, called the grand *Ladrone* hereafter mentioned, as it appears when (R), the weſtermoſt of the rocks of *Lema*, bears W. N. W, at the diſtance of a mile and a half. We left theſe Iſlands on the ſtarboard-ſide, paſſing within four miles of them, where we had twenty-four fathom water. Being ſtill ſurrounded by fiſhing boats, we once more ſent the Cutter on board ſome of them, to endeavour to procure a Pilot, but we could not prevail; however one of the *Chineſe* directed us by ſigns to ſail round the weſtermoſt of the iſlands or rocks of *Lema*, and then to hale up. We followed this direction, and in the evening came to an anchor in eighteen fathom, at which time, the rock (R) in the foregoing draught bore S. S. E. five miles diſtant, and the grand *Ladrone* W. by S, about two leagues diſtant. The rock (R) is a moſt excellent direction for ſhips coming from the eaſtward: It's latitude is 21° : 5 North, and it bears from *Pedro Blanco* S. 64° W. diſtant twenty-one leagues. You are to leave it on the ſtarboard ſide, and you may come within half a mile of it in eighteen fathom water: And then you muſt ſteer N. by W. ¼ W. for the channel between the Iſlands of *Cabouce* and *Bamboo*, which are to the northward of the grand *Ladrone*.

After having continued at anchor all night, we on the 9th, at four in the morning, ſent our Cutter to ſound the channel, where we propoſed to paſs

pus; but before the return of the Cutter, a *Chinese* Pilot put on board the *Centurion*, and told us, in broken *Portugueſe*, he would carry the ſhip to *Macao* for thirty dollars: Theſe were immediately paid him, and we then weighed and made ſail. Soon after, ſeveral other Pilots came on board, who, to recommend themſelves, produced certificates from the Captains of many *European* ſhips they had pilotted in, but we ſtill continued under the management of the *Chineſe* whom we at firſt engaged. By this time we learnt, that we were not far diſtant from *Macao*, and that there were in the river of *Canton*, at the mouth of which *Macao* lies, eleven *European* ſhips, of which four were *Engliſh*. Our Pilot carried us between the Iſlands of *Bamboo* and *Caboque*, but the winds hanging in the northern board, and the tides often ſetting ſtrongly againſt us, we were obliged to come frequently to an anchor, ſo that we did not get through between the two Iſlands till the 12th of *November*, at two in the morning. In paſſing through, our depth of water was from twelve to fourteen fathom; and as we ſtill ſteered on N. by W. ½ W, between a number of other Iſlands, our ſoundings underwent little or no variation till towards the evening, when they increaſed to ſeventeen fathom; in which depth (the wind dying away) we anchored not far from the Iſland of *Lantoon*, the largeſt of all this range of Iſlands. At ſeven in the morning we weighed again, and ſteering W. S. W. and S. W. by W, we at ten o'clock happily anchored in *Macao* road, in five fathom water, the city of *Macao* bearing W. by N, three leagues diſtant; the peak of *Lantoon* E. by N, and the grand *Ladrone* S. by E,

each of them about five leagues diſtant. Thus after a fatiguing cruiſe of above two years continuance, we once more arrived at an amicable port and a civilized country; where the conveniencies of life were in great plenty; where the naval ſtores which we now extremely wanted, could be in ſome degree procured; where we expected the inexpreſſible ſatisfaction of receiving letters from our relations and friends; and where our countrymen who were lately arrived from *England*, would be capable of anſwering the numerous enquiries we were prepared to make, both about public and private occurrences, and to relate to us many particulars, which, whether of importance or not would be liſtned to by us with the utmoſt attention, after the long ſuſpenſion of our correſpondence with our country, to which the nature of our undertaking had hitherto ſubjected us.

CHAP. VII.

Proceedings at *Macao*.

THE city of *Macao*, in the road of which we came to an anchor on the 12th of *November*, is a *Portugueſe* ſettlement, ſituated in an Iſland at the entrance of the river of *Canton*. It was formerly very rich and populous, and capable of defending itſelf againſt the power of the adjacent *Chineſe* Governors: But at preſent it is much fallen from it's antient ſplendor; for though it is inhabited by *Portugueſe*, and hath a Governor nominated by the King of *Portugal*, yet it ſubſiſts merely by the ſufferance of the *Chineſe*, who can ſtarve the place, and diſpoſſeſs the *Portugueſe* whenever they pleaſe: This obliges the Governor of *Macao* to behave with great circumſpection, and carefully to avoid every circumſtance that may give offence to the *Chineſe*. The river of *Canton*, off the mouth of which this city lies, is the only *Chineſe* port, frequented by *European* ſhips; and is, on many accounts, a more commodious harbour, than *Macao*: But the peculiar cuſtoms of the *Chineſe*, ſolely adapted to the entertainment of trading ſhips, and the apprehenſions of the Commodore, leſt he ſhould embroil the *Eaſt-India* Company with the Regency of *Canton*, if he ſhould inſiſt on being treated upon a different footing than the Merchantmen, made him reſolve rather to go to *Macao*, than to venture into the river of *Canton*. Indeed, had not this reaſon prevailed with him, he himſelf had nothing to fear. For it is certain that he might have entered the port of

Canton, and might have continued there as long a
he pleaſed, and afterwards have left it again
although the whole power of the *Chineſe* Empir
had been brought together to oppoſe him.

The Commodore, not to depart from his uſua
prudence, no ſooner came to an anchor in *Maca*
road, than he diſpatched an officer with his com
pliments to the *Portugueſe* Governor of *Macao*, re
queſting his Excellency, by the ſame officer, t
adviſe him in what manner it would be proper t
act, to avoid offending the *Chineſe*, which, as ther
were then four of our ſhips in their power at *Canton*
was a matter worthy of attention. The difficulty
which the Commodore principally apprehended, re
lated to the duty uſually paid by ſhips in the rive
of *Canton*, according to their tunnage. For, a
men of war are exempted in every foreign harbou
from all manner of port charges, the Commodor
thought it would be derogatory to the honour of hi
country, to ſubmit to this duty in *China*: And
therefore he deſired the advice of the Governor o
Macao, who, being an *European*, could not b
ignorant of the privileges claimed by a *Britiſh* ma
of war, and conſequently might be expected to giv
us the beſt lights for obviating this perplexity. Ou
boat returned in the evening with two officers ſen
by the Governor, who informed the Commodore
that it was the Governor's opinion, that if the *Cen
turion* ventured into the river of *Canton*, the duty
would certainly be expected; and therefore, if th
Commodore approved of it, he would ſend him a
Pilot, who ſhould conduct us into another ſaf
harbour called the *Typa*, which was every way com
modious for careening the ſhip (an operation w
were reſolved to begin upon as ſoon as poſſible) and

where,

where, in all probability, the above mentioned duty would never be demanded.

This propoſal the Commodore agreed to, and in the morning weighed anchor, under the direction of the *Portugueſe* Pilot, and ſteered for the intended harbour. As we entered between two Iſlands, which form the eaſtern paſſage to it, we found our ſoundings decreaſed to three fathom and a half: However the Pilot aſſuring us that this was the leaſt depth we ſhould meet with, we continued our courſe, till at length the ſhip ſtuck faſt in the mud, with only eighteen foot water abaft; and, the tide of ebb making, the water ſewed to ſixteen feet, but the ſhip remained perfectly upright; we then ſounded all round us, and diſcovering that the water deepned to the northward, we carried out our ſmall bower with two hawſers an end, and at the return of the tide of flood hove the ſhip a float; and a breeze ſpringing up at the ſame inſtant, we ſet the fore-top-ſail, and ſlipping the hawſer ran into the harbour, where we moored in about five fathom water. This harbour of the *Typa* is formed by a number of Iſlands, and is about ſix miles diſtant from *Macao*. Here we ſaluted the caſtle of *Macao* with eleven guns, which were returned by an equal number.

The next day the Commodore paid a viſit in perſon to the Governor, and was ſaluted at his landing by eleven guns; which were returned by the *Centurion*. Mr *Anſon*'s buſineſs in this viſit, was to ſolicit the Governor to grant us a ſupply both of proviſions, and of ſuch naval ſtores as were neceſſary to refit the ſhip. The Governor ſeemed really inclined to do us all the ſervice he could; and aſſured the Commodore, in a friendly manner, that

he would privately give us all the assistance in h
power; but he, at the same time, frankly owned
that he dared not openly to furnish us with an
thing we demanded, unless we first produced a
order for it from the Viceroy of *Canton*; since h
himself neither received provisions for his garriso
nor any other necessaries, but by permission fro
the *Chinese* Government; and as they took ca
only to victual him from day to day, he was in
deed no other than their vassal, whom they coul
at all times compel to submit to their own term
by laying an embargo on his provisions.

On this declaration of the Governor, Mr *Anso*
resolved himself to go to *Canton*, to procure
licence from the Viceroy; and he accordingly hire
a *Chinese* boat for himself and his attendants; bu
just as he was ready to embark, the *Hoppo*, or *Chi*
nese Custom-house officer of *Macao*, refused to gran
a permit to the boat, and ordered the watermen no
to proceed at their peril. The Commodore at firs
endeavourd to prevail with the *Hoppo* to withdra
his injunction, and to grant a permit; and th
Governor of *Macao* employed his interest with th
Hoppa to the same purpose. But the officer con
tinuing inflexible, Mr *Anson* told him, the nex
day, that if the permit was any longer refused, he
would man and arm the *Centurion*'s boats; asking
the *Hoppo*, at the same time, who he imagined
would dare to oppose them in their passage. This
threat immediately brought about what his intreaties
had endeavoured at in vain: The permit was
granted, and Mr *Anson* went to *Canton*. On his
arrival there, he consulted with the Supercargoes and
Officers of the *English* ships, how to procure an
order from the Viceroy for the necessaries he wanted:

But

But in this he had reaſon to ſuppoſe, that the advice they gave him, though well intended, was yet not the moſt prudent: For as it is the cuſtom with theſe Gentlemen, never to apply to the ſupreme Magiſtrate himſelf, whatever difficulties they labour under, but to tranſact all matters relating to the Government, by the mediation of the principal *Chineſe* Merchants, Mr *Anſon* was perſwaded to follow the ſame method upon this occaſion, the *Engliſh* promiſing (in which they were doubtleſs ſincere) to exert all their intereſt to engage the Merchants in his favour. Indeed when the *Chineſe* Merchants were ſpoke to, they readily undertook the management of this buſineſs, and promiſed to anſwer for it's ſucceſs; but after near a month's delay, and reiterated excuſes, during which interval they pretended to be often upon the point of compleating it, they at laſt (when they were preſſed, and meaſures were taken for delivering a letter to the Viceroy) threw off the maſk, and declared they neither had made application to the Viceroy, nor could they; as he was too great a man, they ſaid, for them to approach on any occaſion: And not contented with having themſelves thus groſsly deceived the Commodore, they now uſed all their perſuaſion with the *Engliſh* at *Canton*, to prevent them from intermeddling with any thing that regarded him, repreſenting to them, that it would in all probability embroil them with the Government, and occaſion them a great deal of unneceſſary trouble; which groundleſs inſinuations had unluckily but too much weight with thoſe they were intended to influence.

It may be difficult to aſſign a reaſon for this perfidious conduct of the *Chineſe* Merchants. Intereſt indeed

indeed is known to exert a boundleſs influence over the inhabitants of that Empire; but how their intereſt could be affected in the preſent caſe is not eaſy to diſcover; unleſs they apprehended that the preſence of a ſhip of force might damp their *Manila* trade, and therefore acted in this manner with a view of forcing the Commodore to *Batavia*: Though it might be as natural in this light to ſuppoſe, that they would have been eager to have got him diſpatched. I therefore rather impute their behaviour to the unparallelled puſillanimity of the Nation, and to the awe they are under of the Government: Since ſuch a ſhip as the *Centurion*, fitted for war only, having never been ſeen in thoſe parts before, ſhe was the horror of theſe daſtards, and the Merchants were in ſome degree terrified even with the idea of her, and could not think of applying to the Viceroy (who is doubtleſs fond of all opportunites of fleecing them) without repreſenting to themſelves the occaſions which a hungry and tyrannical Magiſtrate might poſſibly find, for cenſuring their intermeddling with ſo unuſual a tranſaction, in which he might pretend the intereſt of the State was immediately concerned. However, be this as it may, the Commodore was ſatisfied that nothing was to be done by the interpoſition of the Merchants, as it was on his preſſing them to deliver a letter to the Viceroy, that they had declared they durſt not interfere in the affair, and had confeſſed, that notwithſtanding all their pretences of ſerving him, they had not yet taken one ſtep towards it. Mr *Anſon* therefore told them, that he would proceed to *Batavia*, and refit his ſhip there; but informed them, at the ſame time, that this was impoſſible to be done, unleſs he was ſupplied with a ſtock of proviſions ſufficient

for

for his paſſage. The Merchants, on this, under-took to procure him proviſions, tho' they aſſured him, that it was what they durſt not engage in openly, but they propoſed to manage it in a clandeſtine manner, by putting a quantity of bread, flour, and other proviſion, on board the *Engliſh* ſhips, which were now ready to ſail; and theſe were to ſtop at the mouth of the *Typa*, where the *Centurion*'s boats were to receive it. This article, which the Merchants repreſented as a matter of great favour, being ſettled, the Commodore, on the 16th of *December*, came back from *Canton* to the ſhip, ſeemingly reſolved to proceed to *Batavia* to refit, as ſoon as he ſhould get his ſupplies of proviſions on board.

But Mr *Anſon* (who never intended going to *Batavia*) found, on his return to the *Centurion*, that her main-maſt was ſprung in two places, and that the leak was conſiderably increaſed; ſo that, upon the whole, he was fully ſatisfied, that though he ſhould lay in a ſufficient ſtock of proviſions, yet it would be impoſſible for him to put to ſea without refitting. Since, if he left the port with his ſhip in her preſent condition, ſhe would be in the utmoſt danger of foundring; and therefore, notwithſtanding the difficulties he had met with, he reſolved at all events to have her hove down, before he departed from *Macao*. He was fully convinced, by what he had obſerved at *Canton*, that his great caution not to injure the *Eaſt-India* Company's affairs, and the regard he had ſhown to the advice of their officers, had occaſioned all his perplexity. For he now ſaw clearly, that if he had at firſt carried his ſhip into the river of *Canton*, and had immediately addreſſed himſelf to the *Mandarines*, who are the chief

chief officers of State, inſtead of employing the Merchants to apply on his behalf, he would in all probability have had all his requeſts granted, and would have been ſoon diſpatched. He had already loſt a month by the wrong meaſures he had purſued, but he reſolved to loſe as little more time as poſſible; and therefore, the 17th of *December*, being the next day after his return from *Canton*, he wrote a letter to the Viceroy of that place, acquainting him, that he was Commander in chief of a ſquadron of his *Britannick* Majeſty's ſhips of war, which had been cruiſing for two years paſt in the *South Seas* againſt the *Spaniards*, who were at enmity with the King his Maſter; that on his way back to *England* he had put into the port of *Macao*, having a conſiderable leak in his ſhip, and being in great want of proviſions, ſo that it was impoſſible for him to proceed on his voyage till his ſhip was repaired and he was ſupplied with the neceſſaries he wanted; that he had been at *Canton*, in hopes of being admitted to a perſonal audience of his Excellency; but being a ſtranger to the cuſtoms of the country, he had not been able to inform himſelf what ſteps were neceſſary to be taken to procure ſuch an audience, and therefore was obliged to apply in this manner to deſire his Excellency to give orders for his being permitted to employ Carpenters and proper workmen to refit his ſhip, and to furniſh himſelf with proviſions and ſtores, that he might be enabled to purſue his voyage to *Great Britain*. Hoping, at the ſame time, that theſe orders would be iſſued with as little delay as poſſible, leſt it might occaſion his loſs of the ſeaſon, and he might be prevented from departing till the next winter.

This

This letter was tranſlated into the *Chineſe* language, and the Commodore delivered it himſelf to the *Hoppo*, or chief officer of the Emperor's cuſtoms at *Macao*, deſiring him to forward it to the Viceroy of *Canton*, with as much expedition as he could. The officer at firſt ſeemed unwilling to take charge of it, and raiſed many difficulties about it, ſo that Mr *Anſon* ſuſpected him of being in league with the Merchants of *Canton*, who had always ſhown a great apprehenſion of the Commodore's having any immediate intercourſe with the Viceroy or *Mandarines*; and therefore the Commodore, not without ſome reſentment, took back his letter from the *Hoppo*, and told him, he would immediately ſend it to *Canton* in his own boat, and would give his officer poſitive orders not to return without an anſwer from the Viceroy. The *Hoppo* perceiving the Commodore to be in earneſt, and fearing to be called to an account for his refuſal, begged to be entruſted with the letter, and promiſed to deliver it, and to procure an anſwer as ſoon as poſſible. And now it was preſently ſeen how juſtly Mr *Anſon* had at laſt judged of the proper manner of dealing with the *Chineſe*; for this letter was written but the 17th of *December*, as hath been already obſerved; and, on the 19th in the morning, a *Mandarine* of the firſt rank, who was Governor of the city of *Janſon*, together with two *Mandarines* of an inferior claſs, and a conſiderable retinue of officers and ſervants, having with them eighteen half gallies furniſhed with muſic, and decorated with a great number of ſtreamers, and full of men, came to grapnel a-head of the *Centurion*; whence the *Mandarine* ſent a meſſage to the Commodore, telling him that he (the *Mandarine*) was ordered by

the

the Viceroy of *Canton*, to examine the condition of the ſhip, therefore deſiring the ſhip's boat might be ſent to fetch him on board. The *Centurion*'s boat was immediately diſpatched, and preparations were made for receiving him; in particular a hundred of the moſt ſightly of the crew were uniformly dreſſed in the regimentals of the marines, and were drawn up under arms on the main-deck, againſt his arrival. When he entered the ſhip he was ſaluted by the drums, and what other military muſic there was on board; and paſſing by the new-formed guard, he was met by the Commodore on the quarter-deck, who conducted him to the great cabbin. Here the *Mandarine* explained his commiſſion, declaring, that he was directed to examine all the articles mentioned in the Commodore's letter to the Viceroy, and to confront them with the repreſentation that had been given of them; that he was in the firſt place inſtructed to inſpect the leak, and had for that purpoſe brought with him two *Chineſe* Carpenters; and that for the more regular diſpatch of his buſineſs, he had every head of enquiry ſeparately wrote down on a ſheet of paper, with a void ſpace oppoſite to it, where he was to inſert ſuch information, and remarks thereon, as he could procure by his own obſervation.

This *Mandarine* appeared to be a perſon of very conſiderable parts, and endowed with more frankneſs and honeſty, than is to be found in the generality of the *Chineſe*. After the neceſſary inſpections had been made, particularly about the leak, which the *Chineſe* Carpenters reported to be to the full as dangerous as it had been deſcribed, and conſequently that it was impoſſible for the *Centurion* to proceed to ſea without being refitted, the *Mandarine*

darine expreſſed himſelf ſatisfied with the account given in the Commodore's letter. And this Magiſtrate, as he was more intelligent than any other perſon of his nation that came to our knowledge, ſo likewiſe was he more curious and inquiſitive, viewing each part of the ſhip with extraordinary attention, and appearing greatly ſurprized at the largeneſs of the lower deck guns, and at the weight and ſize of the ſhot. The Commodore, obſerving his aſtoniſhment, thought this a proper opportunity to convince the *Chineſe* of the prudence of granting him all his demands in the moſt ſpeedy and ample manner: He therefore told the *Madarine*, and thoſe who were with him, that, beſides the requeſt he made for a general licence, to furniſh himſelf with whatever his preſent ſituation required, he had a particular complaint to prefer againſt the proceedings of the Cuſtom-houſe of *Macao*; that at his firſt arrival the *Chineſe* boats had brought on board him plenty of greens, and variety of freſh proviſions for daily uſe; that though they had always been paid to their full ſatisfaction, yet the Cuſtom-houſe officers at *Macao* had ſoon forbid them, by which means he was deprived of thoſe refreſhments which were of the utmoſt conſequence to the health of his men, after their long and ſickly voyage; that as they, the *Mandarines*, had informed themſelves of his wants, and were eye-witneſſes of the force and ſtrength of his ſhip, they might be ſatisfied it was not becauſe he had no power to ſupply himſelf, that he deſired the permiſſion of the Government to purchaſe what proviſions he ſtood in need of; ſince he preſumed they were convinced that the *Centurion* alone was capable of deſtroying the whole navigation of the port of

Canton,

Canton, or of any other port in *China*, without running the leaſt riſque from all the force the *Chineſe* could collect; that it was true this was not the manner of proceeding between nations in friendſhip with each other, but it was likewiſe true, that it was not cuſtomary for any nation to permit the ſhips of their friends to ſtarve and ſink in their ports, when thoſe friends had money to purchaſe neceſſaries, and only deſired liberty to lay it out; that they muſt confeſs, he and his people had hitherto behaved with great modeſty and reſerve, but that, as his diſtreſſes were each day increaſing, famine would at laſt prove too ſtrong for any reſtraint, and neceſſity was acknowledged in all countries to be ſuperior to every other law; and therefore it could not be expected that his crew would long continue to ſtarve in the midſt of that plenty to which their eyes were every day witneſſes: To this the Commodore added (though perhaps with a leſs ſerious air) that if by the delay of ſupplying him with proviſions, his men ſhould, from the impulſes of hunger, be obliged to turn cannibals, and to prey upon their own ſpecies, it was eaſy to be foreſeen, that, independent of their friendſhip to their comrades, they would, in point of luxury, prefer the plump well-fed *Chineſe* to their own emaciated ſhipmates. The firſt *Mandarine* acquieſced in the juſtneſs of this reaſoning, and told the Commodore, that he ſhould that night proceed for *Canton*; that on his arrival a Council of *Mandarines* would be ſummoned, of which he was a Member, and that by being employed in the preſent commiſſion, he was of courſe the Commodore's Advocate; that, as he was himſelf fully convinced of the urgency of Mr *Anſon*'s neceſſity, he did not doubt, but on the repreſentation

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he ſhould make of what he had ſeen, the Council would be of the ſame opinion; and that all which was demanded would be amply and ſpeedily granted: That with regard to the Commodore's complaint of the Cuſtom-houſe of *Macao*, this he would undertake to rectify immediately by his own authority. And then deſiring a liſt to be given him of the quantity of proviſion neceſſary for the expence of the ſhip during one day, he wrote a permit under it, and delivered it to one of his attendants, directing him to ſee that quantity ſent on board early every morning; which order, from that time forwards, was punctually complied with.

When this weighty affair was thus in ſome degree regulated; the Commodore invited him and his two attendant *Mandarines* to dinner, telling them at the ſame time, that if his proviſion, either in kind or quantity, was not what they might expect, they muſt thank themſelves for having confined him to ſo hard an allowance. One of his diſhes was beef, which the *Chineſe* all diſlike, tho' Mr *Anſon* was not apprized of it; this ſeems to be derived from the *Indian* ſuperſtition, which for ſome ages paſt has made a great progreſs in *China*. However, his gueſts did not entirely faſt; for the three *Mandarines* compleatly finiſhed the white part of four large fowls. They were indeed extremely embaraſſed with their knives and forks, and were quite incapable of making uſe of them: So that, after ſome fruitleſs attempts to help themſelves, which were ſufficiently awkward, one of the attendants was obliged to cut their meat in ſmall pieces for them. But whatever difficulty they might have in complying with the *European* manner of eating, they ſeemed not to be novices at drinking. In this

part of the entertainment the Commodore excuſed himſelf, under the pretence of illneſs; but there being another Gentleman preſent, of a florid and jovial complexion, the chief *Mandarine* clapped him on the ſhoulder, and told him by the interpreter, that certainly he could not plead ſickneſs, and therefore inſiſted on his bearing him company; and that Gentleman perceiving, that after they had diſpatched four or five bottles of *Frontiniac*, the *Mandarine* ſtill continued unruffled, he ordered a bottle of citron-water to be brought up, which the *Chineſe* ſeemed much to reliſh, and this being near finiſhed, they aroſe from table, in appearance cool and uninfluenced by what they had drank, and the Commodore having, according to cuſtom, made the *Mandarine* a preſent, they all departed in the ſame veſſels that brought them.

After their departure, the Commodore with great impatience expected the reſolution of the Council and the proper licences to enable him to refit the ſhip. For it muſt be obſerved, as hath already appeared from the preceding narration, that the *Chineſe* were forbid to have any dealings with him; ſo that he could neither purchaſe ſtores nor neceſſaries, nor did any kind of workmen dare to engage themſelves in his ſervice, until the permiſſion of the Government was firſt obtained. And in the execution of theſe particular injunctions, the Magiſtrates never fail of exerciſing great ſeverity: Since, notwithſtanding the fuſtian elogiums beſtowed upon them by the *Romiſh* Miſſionaries reſiding in the Eaſt, and their *European* copiers, they are compoſed of the ſame fragile materials with the reſt of mankind, and often make uſe of the authority of the law, not to ſuppreſs crimes, but to enrich themſelves by the

pillage

pillage of thoſe who commit them. This is the more eaſily effected in *China*, becauſe capital puniſhments are rare in that country, the effeminate genius of the nation, and their ſtrong attachment to lucre, diſpoſing them rather to make uſe of fines. And as from theſe there ariſes no inconſiderable profit to thoſe who compoſe their tribunals; it is obvious enough that prohibitions of all kinds, particularly ſuch as the alluring proſpect of great profit may often tempt the ſubject to infringe, cannot but be favourite inſtitutions in ſuch a Government.

A ſhort time before this, Captain *Saunders* took his paſſage to *England* on board a *Swediſh* ſhip, and was charged with diſpatches from the Commodore; and in the month of *December*, Captain *Mitchel*, Colonel *Cracherode*, and Mr *Taſwel*, one of the Agent-Victuallers, with his nephew Mr *Charles Herriot*, embarked on board ſome of our Company's ſhips; and I, having obtained the Commodore's leave to return home, embarked with them. I muſt obſerve too, (having omitted it before) that whilſt we lay at *Macao*, we were informed by the officers of our *India-men*, that the *Severn* and *Pearl*, the two ſhips of our ſquadron, which had ſeparated from us off Cape *Noir*, were ſafely arrived at *Rio Janeiro* on the coaſt of *Brazil*. I have formerly taken notice, that at the time of their ſeparation, we ſuſpected them to be loſt: And there were many reaſons which greatly favoured this ſuſpicion; for we knew that the *Severn* in particular was extreamly ſickly; which was the more obvious to the reſt of the ſhips, as, in the preceding part of the voyage, her Commander Captain *Legg* had been remarkable for his exemplary punctuality in keeping his ſtation; and yet during the laſt ten days before

his ſeparation, his crew was ſo diminiſhed and enfeebled, that with his utmoſt efforts he could not poſſibly maintain his proper poſition with his wonted exactneſs. The extraordinary ſickneſs on board him was by many imputed to the ſhip, which was new, and on that account was believed to be the more unhealthy; but whatever was the cauſe of it, the *Severn* was by much the moſt ſickly of the ſquadron. Since before her departure from *St Catherine*'s ſhe buried more men than any of them, inſomuch that the Commodore was obliged to recruit her with a number of freſh hands; and, the mortality ſtill continuing on board her, ſhe was ſupplied with men a ſecond time at ſea, after our ſetting ſail from *St Julian*'s; yet, notwithſtanding theſe different reinforcements, ſhe was at laſt reduced to the diſtreſſed condition I have already mentioned. Hence the Commodore himſelf firmly believed ſhe was loſt; and therefore it was with great joy we received the news of her and the *Pearl*'s ſafety, after the ſtrong perſuaſion, which had ſo long prevailed amongſt us, of their having both periſhed. But to proceed with the tranſactions between Mr *Anſon* and the *Chineſe*.

Notwithſtanding the favourable diſpoſition of the *Mandarine* Governor of *Janſon*, at his leaving Mr *Anſon*, ſeveral days were elapſed before there was any advice from him; and Mr *Anſon* was privately informed there were great debates in Council upon his affair; partly perhaps owing to it's being ſo unuſual a caſe, and in part to the influence, as I ſuppoſe, of the intrigues of the *French* at *Canton*: For they had a countryman and faſt friend reſiding on the ſpot, who ſpoke the language well, and was not unacquainted with the venality of the Govern-

ment,

ment, nor with the perſons of ſeveral of the Magiſtrates, and conſequently could not be at a loſs for means of traverſing the aſſiſtance deſired by Mr *Anſon*. Indeed this oppoſition of the *French* was not merely the effect of national prejudice, or a contrariety of political intereſts; but was in good meaſure owing to vanity, a motive of much more weight with the generality of mankind, than any attachment to the public ſervice of the community. For, the *French* pretending their *India-men* to be Men of War, their officers were apprehenſive, that any diſtinction granted to Mr *Anſon*, on account of his bearing the King's commiſſion, would render them leſs conſiderable in the eyes of the *Chineſe*, and would eſtabliſh a prepoſſeſſion at *Canton* in favour of ſhips of war, by which they, as trading veſſels, would ſuffer in their importance. And I wiſh the affectation of endeavouring to paſs for men of war, and the fear of ſinking in the eſtimation of the *Chineſe*, if the *Centurion* was treated in a different manner from themſelves, had been confined to the officers of the *French* ſhips only. However, notwithſtanding all theſe obſtacles, it ſhould ſeem, that the repreſentation of the Commodore to the *Mandarines*, of the facility with which he could right himſelf, if juſtice were denied him, had at laſt it's effect: Since, on the 6th of *January*, in the morning, the Governor of *Janſon*, the Commodore's Advocate, ſent down the Viceroy of *Canton*'s warrant for the refitment of the *Centurion*, and for ſupplying her people with all they wanted. Having now the neceſſary licences, a number of *Chineſe* Smiths and Carpenters went on board the next day to treat about the work they were to do; all which they propoſed to undertake by the great.

They demanded at firſt, to the amount of a thouſand pounds ſterling for the repairs of the ſhip, the boats, and the maſts. This the Commodore ſeemed to think an unreaſonable ſum, and endeavoured to perſuade them to work by the day; but that was a method they would not hearken to; ſo it was at laſt agreed, that the Carpenters ſhould have to the amount of about ſix hundred pounds for their work; and that the Smiths ſhould be paid for their iron-work by weight, allowing them at the rate of three pounds a hundred nearly for the ſmall work, and forty-ſix ſhillings for the large.

This being regulated, the Commodore next exerted himſelf to get the moſt important buſineſs of the whole compleated; I mean, the heaving down the *Centurion*, and examining the ſtate of her bottom. The firſt Lieutenant therefore was diſpatched to *Canton*, to hire two country veſſels, called in their language junks, one of them being intended to heave down by, and the other to ſerve as a magazine for the powder and ammunition: Whilſt at the ſame time the ground was ſmoothed on one of the neighbouring Iſlands, and a large tent was pitched for lodging the lumber and proviſions, and near a hundred *Chineſe* Caulkers were ſoon ſet to work on the decks and ſides of the ſhip. But all theſe preparations, and the getting ready the careening gear, took up a great deal of time; for the *Chineſe* Caulkers, though they worked very well, were far from being expeditious. Beſides, it was the 26th of *January* before the junks arrived; and the neceſſary materials, which were to be purchaſed at *Canton*, came down very ſlowly; partly from the diſtance of the place, and partly from the delays and backwardneſs of the *Chineſe* Merchants. And in this interval

interval Mr *Anſon* had the additional perplexity to diſcover, that his fore-maſt was broken aſunder above the upper-deck partners, and was only kept together by the fiſhes which had been formerly clapt upon it.

However, the *Centurion*'s people made the moſt of their time, and exerted themſelves the beſt they could; and as, by clearing the ſhip, the Carpenters were enabled to come at the leak, they took care to ſecure that effectually, whilſt the other preparations were going forwards. The leak was found to be below the fifteen foot mark, and was principally occaſioned by one of the bolts being wore away and looſe in the joining of the ſtern, where it was ſcarfed.

At laſt, all things being prepared, they, on the 22d of *February*, in the morning, hove out the firſt courſe of the *Centurion*'s ſtar-board ſide, and had the ſatisfaction to find that her bottom appeared ſound and good; and, the next day, (having by that time compleated the new ſheathing of the firſt courſe) they righted her again, to ſet up anew the careening geer, which had ſtretched much. Thus they continued heaving down, and often righting the ſhip from a ſuſpicion of their careening tackle, till the 3d of *March*, when, having compleated the paying and ſheathing the bottom, which proved to be every where very ſound, they, for the laſt time, righted the ſhip, to their great joy; ſince not only the fatigue of careening had been conſiderable, but they had been apprehenſive of being attacked by the *Spaniards*, whilſt the ſhip was thus incapacitated for defence. Nor were their fears altogether groundleſs; for they learnt afterwards, by a *Portugueſe* veſſel, that the *Spaniards* at *Manila* had been informed,

informed, that the *Centurion* was in the *Typa*, and intended to careen there; and that thereupon the Governor had ſummoned his Council, and had propoſed to them to endeavour to burn her, whilſt ſhe was careening, which was an enterprize, which, if properly conducted, might have put them in great danger. It was farther reported, that this ſcheme was not only propoſed, but reſolved on; and that a Captain of a veſſel had actually undertaken to perform the buſineſs for forty thouſand dollars, which he was not to receive, unleſs he ſucceeded; but the Governor pretending that there was no treaſure in the royal cheſt, and inſiſting that the Merchants ſhould advance the money, and they refuſing to comply with the demand, the affair was dropped. Perhaps the Merchants ſuſpected, that the whole was only a pretext to get forty thouſand dollars from them; and indeed this was affirmed by ſome who bore the Governor no good will, but with what truth it is difficult to aſcertain.

As ſoon as the *Centurion* was righted, they took on board her powder, and gunners ſtores, and proceeded with getting in their guns as faſt as poſſible, and then uſed their utmoſt expedition in repairing the fore-maſt, and in compleating the other articles of her reſitment. But whilſt they were thus employed, they were alarmed on the 10th of *March*, by a *Chineſe* Fiſherman, who brought them intelligence, that he had been on board a large *Spaniſh* ſhip off the grand *Ladrone*, and that there were two more in company with her. He added ſeveral particulars to his relation; as that he had brought one of their officers to *Macao*, and that, on this, boats went off early in the morning from *Macao* to them: And, the better to eſtabliſh the belief of his veracity,

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he ſaid, he deſired no money, if his information ſhould not prove true. This was preſently believed to be the forementioned expedition from *Manila*; and the Commodore immediately fitted his cannon and ſmall arms in the beſt manner he could for defence; and having then his Pinnace and Cutter in the offing, who had been ordered to examine a *Portugueſe* veſſel, which was getting under ſail, he ſent them the advice he had received, and directed them to look out ſtrictly. Indeed no *Spaniſh* ſhips ever appeared, and they were ſoon ſatisfied, the whole of the ſtory was a fiction; though it was difficult to conceive what reaſon could induce the fellow to be at ſuch extraordinary pains to impoſe on them.

It was the beginning of *April* when they had new rigged the ſhip, ſtowed their proviſions and water on board, and had fitted her for the ſea; and before this time the *Chineſe* grew very uneaſy, and extremely deſirous that ſhe ſhould be gone; either not knowing, or pretending not to believe, that this was a point the Commodore was as eagerly ſet on as they could be. At length, about the third of *April*, two *Mandarine* boats came on board from *Macao*, to preſs him to leave their port; and this having been often urged before, though there had been no pretence to ſuſpect Mr *Anſon* of any affected delays, he at this laſt meſſage anſwered them in a determined tone, deſiring them to give him no further trouble, for he would go when he thought proper, and not ſooner. After this rebuke the *Chineſe* (though it was not in their power to compel him to depart) immediately prohibited all proviſions from being carried on board him, and took ſuch care their injunctions ſhould be complied with,

that

that from thence forwards nothing could be purchased at any rate whatever.

The 6th of *April*, the *Centurion* weighed from the *Typa*, and warped to the southward; and, by the 15th, she was got into *Macao* road, compleating her water as she past along, so that there remained now very few articles more to attend to; and her whole business being finished by the 19th, she, at three in the afternoon of that day, weighed and made sail, and stood to sea.

CHAP. VIII.

From *Macao* to Cape *Espiritu Santo*: The taking of the *Manila* galeon, and returning back again.

THE Commodore was now got to sea, with his ship well refitted, his stores replenished, and an additional stock of provisions on board: His crew too was somewhat reinforced; for he had entered twenty-three men during his stay at *Macao*, the greatest part of them Lascars or *Indian* sailors, and the rest *Dutch*. He gave out at *Macao*, that he was bound to *Batavia*, and thence to *England*; and though the westerly monsoon was now set in, when that passage is considered as impracticable, yet, by the confidence he had expressed in the strength of his ship, and the dexterity of his hands, he had persuaded not only his own crew, but the people at *Macao* likewise, that he proposed to try this unusual experiment; so that there were many

letters

letters ſent on board him by the inhabitants of *Canton* and *Macao* for their friends at *Batavia*.

But his real deſign was of a very different nature. For he ſuppoſed, that inſtead of one annual ſhip from *Acapulco* to *Manila*, there would be this year, in all probability, two; ſince, by being before *Acapulco*, he had prevented one of them from putting to ſea the preceding ſeaſon. He therefore, not diſcouraged by his former diſaſters, reſolved again to riſque the caſualties of the *Pacific* ocean, and to cruiſe for theſe returning veſſels off Cape *Eſpiritu Santo*, on the Iſland of *Samal*, which is the firſt land they always make at the *Philippine* Iſlands: And as *June* is generally the month in which they arrive there, he doubted not but he ſhould get to his intended ſtation time enough to intercept them. It is true, they were ſaid to be ſtout veſſels, mounting forty-four guns apiece, and carrying above five hundred hands, and might be expected to return in company; and he himſelf had but two hundred and twenty-ſeven hands on board, of which near thirty were boys. But this diſproportion of ſtrength did not deter him, as he knew his ſhip to be much better fitted for a ſea engagement than theirs, and as he had reaſon to expect that his men would exert themſelves after a moſt extraordinary manner, when they had in view the immenſe wealth of theſe *Manila* galeons.

This project the Commodore had reſolved on in his own thoughts, ever ſince his leaving the coaſt of *Mexico*. And the greateſt mortification which he received, from the various delays he had met with in *China*, was his apprehenſion, leſt he might be thereby ſo long retarded as to let the galeons eſcape him. Indeed, at *Macao* it was incumbent on him

to

to keep these views extremely secret; for there being a great intercourse and a mutual connexion of interests between that port and *Manila*, he had reason to fear, that, if his designs were discovered, intelligence would be immediately sent to *Manila*, and measures would be taken to prevent the galeons from falling into his hands. But being now at sea, and entirely clear of the coast, he summoned all his people on the quarter-deck, and informed them of his resolution to cruise for the two *Manila* ships, of whose wealth they were not ignorant: He told them he should chuse a station, where he could not fail of meeting with them; and though they were stout ships, and full manned; yet, if his own people behaved with their accustomed spirit, he was certain he should prove too hard for them both, and that one of them at least could not fail of becoming his prize: He further added, that many ridiculous tales had been propogated about the strength of the sides of these ships, and their being impenetrable to cannon-shot; that these fictions had been principally invented to palliate the cowardice of those who had formerly engaged them; but he hoped there were none of those present weak enough to give credit to so absurd a story: For his own part, he did assure them upon his word, that, whenever he fell in with them, he would fight them so near, that they should find, his bullets, instead of being stopped by one of their sides, should go through them both.

This speech of the Commodore was received by his people with great joy. Since no sooner had he ended, than thay expressed their approbation, according to naval custom, by three strenuous cheers: and declared their determination to succeed, or perish, whenever the opportunity presented itself.

Immediately

Immediately too their hopes, which on their departure from the coaſt of *Mexico*, had entirely ſubſided, were again revived; and they perſuaded themſelves, that, notwithſtanding the various caſualties and diſappointments they had hitherto met with, they ſhould yet be repaid the price of their fatigues, and ſhould at laſt return home enriched with the ſpoils of the enemy. For, firmly relying on the aſſurances of the Commodore, that they ſhould certainly meet with the galeons, they were all of them too ſanguine to doubt a moment of maſtering them; ſo that they conſidered themſelves as having them already in their poſſeſſion. And this confidence was ſo univerſally ſpread through the whole ſhip's company, that the Commodore, who had taken ſome *Chineſe* ſheep to ſea with him for his own proviſion, enquiring one day of his Butcher, why he had lately ſeen no mutton at his table, and aſking him if all the ſheep were killed; the fellow very ſeriouſly replied, that there were indeed two ſheep left, but that if his Honour would give him leave, he propoſed to keep thoſe for the entertainment of the General of the galeons.

When the *Centurion* left the port of *Macao*, ſhe ſtood for ſome days to the weſtward; and, on the firſt of *May*, they ſaw part of the Iſland of *Formoſa*; and, ſteering thence to the ſouthward, they, on the 4th of *May*, were in the latitude of the *Baſhee Iſlands*, as laid down by *Dampier*: But they ſuſpected his account of inaccuracy, as they knew that he had been conſiderably miſtaken in the latitude of the South end of *Formoſa*; and therefore they kept a good look-out, and about ſeven in the evening diſcovered from the maſt-head five ſmall Iſlands, which were judged to be the *Baſhees*. As they afterwards

wards ſaw *Botel Tobago Xima*; they by this means found an opportunity of correcting the poſition of the *Baſhee Iſlands*, which had been hitherto laid down twenty-five leagues too far to the weſtward: For by their obſervations, they eſteemed the middle of theſe Iſlands to be in 21° : 4′ North, and to bear from *Botel Tobago Xima* S. S. E. twenty leagues diſtant, that Iſland itſelf being in 21° : 57′ North.

After getting a ſight of the *Baſhee Iſlands*, they ſtood between the S. and S. W. for Cape *Eſpiritu Santo*; and, the 20th of *May* at noon, they firſt diſcovered that Cape, which about four o'clock they brought to bear S. S. W. near eleven leagues diſtant. It appeared to be of a moderate height, with ſeveral round hummocks on it; and is exactly repreſented in the fortieth plate. As it was known that there were Centinels placed upon this Cape to make ſignals to the *Acapulco* ſhip, when ſhe firſt falls in with the land; the Commodore immediately tacked, and ordered the top-gallant ſails to be taken in, to prevent being diſcovered. And, this being the ſtation where it was reſolved to cruiſe for the galeons, they kept the Cape between the South and the Weſt, and endeavoured to confine themſelves between the latitude of 12° : 50′, and 13° : 5′, the Cape itſelf lying, by their obſervations, in 12° : 40′ North, and in 4° of Eaſt longitude from *Botel Tobago Xima*.

It was the laſt of *May*, by the foreign ſtile, when they arrived off this Cape; and, the month of *June*, by the ſame ſtile, being that in which the *Manila* ſhips are uſually expected; the *Centurion*'s people were now waiting each hour with the utmoſt impatience for the happy criſis which was to ballance the account of all their paſt calamities. As from this time

time there was but ſmall employment for the crew; the Commodore ordered them almoſt every day to be exerciſed in the working of the great guns, and in the uſe of their ſmall arms. This had been his practice, more or leſs, at every convenient ſeaſon during the whole courſe of his voyage; and the advantages which he received from it, in his engagement with the galeon, were an ample recompence for all his care and attention. Indeed, it ſhould ſeem that there are few particulars of a Commander's duty of more importance, how much ſoever it may have been ſometimes overlooked or miſunderſtood: Since it will, I ſuppoſe, be confeſſed, that in two ſhips of war, equal in the number of their men and guns, the diſproportion of ſtrength, ariſing from a greater or leſs dexterity in the uſe of their great guns and ſmall arms, is what can ſcarcely be balanced by any other circumſtances whatever. For, as theſe are the weapons with which they are to engage, what greater inequality can there be betwixt two contending parties, than that one ſide ſhould perfectly underſtand the management of them, and ſhould have the ſkill to employ them in the moſt effectual manner for the annoyance of their enemy; while the other ſide ſhould, by their awkward handling of their arms render them rather terrible to themſelves, than miſchievous to their antagoniſts? This ſeems ſo obvious and natural a concluſion, that a perſon unacquainted with theſe matters would ſuppoſe the firſt care of a Commander to be the training his people to the ready uſe of their arms.

But human affairs are not always conducted by the plain dictates of common ſenſe. There are many other principles which influence our tranſactions. And there is one in particular, which, tho'

of

of a very erroneous complexion, is ſcarcely ever excluded from our moſt ſerious deliberations; I mean cuſtom, or the practice of thoſe who have preceded us. This is uſually a power too mighty for reaſon to grapple with; and is often extremely troubleſome to thoſe who oppoſe it, ſince it has much of ſuperſtition in it's nature, and purſues all thoſe who queſtion it's authority with unrelenting vehemence. However, in theſe later ages of the world, ſome lucky encroachments have been made upon it's prerogative; and it may ſurely be expected, that the Gentlemen of the Navy, whoſe particular profeſſion hath within a few years been conſiderably improved by a number of new inventions, will of all others be the readieſt to give up any uſage which has nothing to plead in it's behalf but preſcription, and will not ſuppoſe that every branch of their buſineſs hath already received all the perfection of which it is capable. Indeed, it muſt be owned, that if a dexterity in the uſe of ſmall arms, for inſtance, hath been ſometimes leſs attended to on board our ſhips of war, than might have been wiſhed for, it hath been rather owing to unſkilful methods of teaching it, than to negligence. Since the common ſailors, how ſtrongly ſoever attached to their own prejudices, are very quick-ſighted in finding out the defects of others, and have ever ſhewn a great contempt for the formalities practiſed in the training of land troops to the uſe of their arms. But when thoſe who have undertaken to inſtruct the ſeamen have contented themſelves with inculcating only what was uſeful, in the ſimpleſt manner, they have conſtantly found their people ſufficiently docile, and the ſucceſs hath even exceeded their expectation. Thus on board Mr *Anſon*'s ſhip, where they were taught

taught no more of the manual exercise than the shortest method of loading with cartridges, and were constantly trained to fire at a mark, which was usually hung at the yard-arm, and where some little reward was given to the most expert, the whole crew, by this management, were rendered extremly skilful. For besides an uncommon readiness in loading, they were all of them good marksmen, and some of them most extraordinary ones. Whence I doubt not but, in the use of small arms, they were more than a match for double their number, who had not been habituated to the same kind of exercise. But to return:

It was the last of *May*, *N. S.* as hath been already said, when the *Centurion* arrived off Cape *Espiritu Santo*; and consequently the next day the month began in which the galeons were to be expected. The Commodore therefore made all necessary preparations for receiving them, hoisting out his long-boat, and lashing her along side, that the ship might be ready for engaging, if they fell in with the galeons during the night. All this time too he was very solicitous to keep at such a distance from the Cape, as not to be discovered. But it hath been since learnt, that notwithstanding his care, he was seen from the land; and advice of him was sent to *Manila*, where, tho' it was at first disbelieved, yet, on reiterated intelligence (for it seems he was seen more than once) the Merchants were alarmed, and the Governor was applied to, who undertook (the commerce supplying the necessary sums) to fit out a force consisting of two ships of thirty-two guns, one of twenty guns, and two sloops of ten guns each, to attack the *Centurion* on her station. With this view some of these vessels actually weighed; but the

principal ſhip not being ready, and the monſoon being againſt them, the Commerce and the Governor diſagreed, ſo that the enterprize was laid aſide. This frequent diſcovery of the *Centurion* from the ſhore was ſomewhat extraordinary; ſince the pitch of the Cape is not high, and ſhe uſually kept from ten to fifteen leagues diſtant; though once indeed, by an indraught of the tide, as was ſuppoſed, they found themſelves in the morning within ſeven leagues of the land.

As the month of *June* advanced, the expectancy and impatience of the Commodore's people each day increaſed. And I think no better idea can be given of their great eagerneſs on this occaſion, than by copying a few paragraphs from the journal of an officer, who was then on board; as it will, I preſume, be a more natural picture of the full attachment of their thoughts to the buſineſs of their cruiſe, than can be given by any other means. The paragraphs I have ſelected, as they occur in order of time, are as follow:

"*May* 31, Exerciſing our men at their quarters, "in great expectation of meeting with the galeons "very ſoon, this being the eleventh of *June*, their "ſtile."

"*June* 3, Keeping in our ſtations, and looking "out for the galeons."

"*June* 5, Begin now to be in great expectation, "this being the middle of *June*, their ſtile."

"*June* 11, Begin to grow impatient at not ſee-"ing the galeons."

"*June* 13, The wind having blown freſh "eaſterly for the forty-eight hours paſt, gives us "great expectations of ſeeing the galeons ſoon."

"*June*

"*June* 15, Cruiſing on and off, and looking "out ſtrictly."

"*June* 19, This being the laſt day of *June*, "*N. S.* the galeons, if they arrive at all, muſt "appear ſoon."

From theſe ſamples it is ſufficiently evident, how compleatly the treaſure of the galeons had engroſſed their imagination, and how anxiouſly they paſſed the latter part of their cruiſe; when the certainty of the arrival of thoſe veſſels was dwindled down to probability only, and that probability became each hour more and more doubtful. However, on the 20th of *June*, *O. S.* being juſt a month after their gaining their ſtation, they were relieved out of this ſtate of uncertainty; for, at ſun-riſe, they diſcovered a ſail from the maſt-head, in the S. E. quarter. On this, a general joy ſpread through the whole ſhip; for they had no doubt but this was one of the galeons, and they expected ſoon to deſcry the other. The Commodore inſtantly ſtood towards her, and at half an hour after ſeven they were near enough to ſee her from the *Centurion*'s deck; at which time the galeon fired a gun, and took in her top-gallant ſails: This was ſuppoſed to be a ſignal to her conſort, to haſten her up; and therefore the *Centurion* fired a gun to leeward, to amuſe her. The Commodore was ſurprized to find, that during all this interval the galeon did not change her courſe, but continued to bear down upon him; for he hardly believed, what afterwards appeared to be the caſe, that ſhe knew his ſhip to be the *Centurion*, and reſolved to fight him.

About noon the Commodore was little more than a league diſtant from the galeon, and could fetch her wake, ſo that ſhe could not now eſcape;

and, no ſecond ſhip appearing, it was concluded that ſhe had been ſeparated from her conſort. Soon after, the galeon haled up her fore-ſail, and brought to under top-ſails, with her head to the northward, hoiſting *Spaniſh* colours, and having the ſtandard of *Spain* flying at the top-gallant maſt-head. Mr *Anſon*, in the mean time, had prepared all things for an engagement on board the *Centurion*, and had taken every poſſible meaſure, both for the moſt effectual exertion of his ſmall ſtrength, and for the avoiding the confuſion and tumult, too frequent in actions of this kind. He picked out about thirty of his choiceſt hands and beſt markſmen, whom he diſtributed into his tops, and who fully anſwered his expectation, by the ſignal ſervices they performed. As he had not hands enough remaining to quarter a ſufficient number to each great gun, in the cuſtomary manner; he therefore, on his lower tire, fixed only two men to each gun, who were to be ſolely employed in loading it, whilſt the reſt of his people were divided into different gangs of ten or twelve men each, who were continually moving about the decks, to run out and fire ſuch guns as were loaded. By this management he was enabled to make uſe of all his guns; and inſtead of whole broad-ſides with intervals between them, he kept up a conſtant fire without intermiſſion; whence he doubted not to procure very ſignal advantages. For it is common with the *Spaniards* to fall down upon the decks, when they ſee a broadſide preparing, and to continue in that poſture till it is given; after which they riſe again, and, preſuming the danger to be for ſome time over, work their guns, and fire with great briſkneſs, till another broadſide is ready: But the firing gun by gun, in the manner directed by the

the Commodore, rendered this practice of theirs impoſſible.

The *Centurion* being thus prepared, and nearing the galeon apace, there happened, a little after noon, ſeveral ſqualls of wind and rain, which often obſcured the galeon from their ſight; but whenever it cleared up, they obſerved her reſolutely lying to. Towards one o'clock, the *Centurion* hoiſted her broad pendant and colours, ſhe being then within gun-ſhot of the enemy; and the Commodore perceiving the *Spaniards* to have neglected clearing their ſhip till that time, as he ſaw them throwing over-board cattle and lumber, he gave orders to fire upon them with the chace-guns, to diſturb them in their work, and prevent them from compleating it, though his general directions had been not to engage before they were within piſtol-ſhot. The galeon returned the fire with two of her ſtern-chace; and, the *Centurion* getting her ſprit-ſail-yard fore and aft, that, if neceſſary, ſhe might be ready for boarding, the *Spaniards* in a bravado rigged their ſprit-ſail-yard fore and aft likewiſe. Soon after, the *Centurion* came abreaſt of the enemy within piſtol-ſhot, keeping to the leeward of them with a view of preventing their putting before the wind, and gaining the port of *Jalapay*, from which they were about ſeven leagues diſtant. And now the engagement began in earneſt, and, for the firſt half hour, Mr *Anſon* over-reached the galeon, and lay on her bow; where, by the great wideneſs of his ports, he could traverſe almoſt all his guns upon the enemy, whilſt the galeon could only bring a part of her's to bear. Immediately, on the commencement of the action, the mats, with which the galeon had ſtuffed her netting, took fire,

and burnt violently, blazing up half as high as the mizen-top. This accident (ſuppoſed to be cauſed by the *Centurion*'s wads) threw the enemy into the utmoſt terror, and alſo alarmed the Commodore; for he feared leſt the galeon ſhould be burnt, and leſt he himſelf too might ſuffer by her driving on board him. However, the *Spaniards* at laſt freed themſelves from the fire, by cutting away the netting, and tumbling the whole maſs, which was in flames, into the ſea. All this interval the *Centurion* kept her firſt advantageous poſition, firing her cannon with great regularity and briſkneſs; whilſt at the ſame time the galeon's decks lay open to her topmen, who, having at their firſt volley driven the *Spaniards* from their tops, made prodigious havock with their ſmall arms, killing or wounding every officer but one that appeared on the quarter-deck, and wounding in particular the General of the Galeon himſelf. Thus the action proceeded for at leaſt half an hour; but then the *Centurion* loſt the ſuperiority ariſing from her original ſituation, and was cloſe along-ſide the galeon, and the enemy continued to fire briſkly for near an hour longer; yet even in this poſture the Commodore's grape-ſhot ſwept their decks ſo effectually, and the number of their ſlain and wounded became ſo conſiderable, that they began to fall into great diſorder, eſpecially as the General, who was the life of the action, was no longer capable of exerting himſelf. Their confuſion was viſible from on board the Commodore. For the ſhips were ſo near, that ſome of the *Spaniſh* officers were ſeen running about with much aſſiduity, to prevent the deſertion of their men from their quarters: But all their endeavours were in vain; for after having, as a laſt effort,

ſort, fired five or ſix guns with more judgment than uſual, they yielded up the conteſt; and, the galeon's colours being ſinged off the enſign ſtaff in the beginning of the engagement, ſhe ſtruck the ſtandard at her main-top-gallant maſt-head; the perſon who was employed to perform this office, having been in imminent peril of being killed, had not the Commodore; who perceived what he was about, given expreſs orders to his people to deſiſt from firing.

Thus was the *Centurion* poſſeſſed of this rich prize, amounting in value to near a million and a half of dollars. She was called the *Noſtra Signora de Cabadonga*, and was commanded by General *Don Jeronimo de Mentero*, a *Portugueſe*, who was the moſt approved officer for ſkill and courage of any employed in that ſervice. The galeon was much larger than the *Centurion*, and had five hundred and fifty men, and thirty-ſix guns mounted for action, beſides twenty-eight pedreroes in her gunwale, quarters, and tops, each of which carried a four pound ball. She was very well furniſhed with ſmall arms, and was particularly provided againſt boarding, both by her cloſe quarters, and by a ſtrong net-work of two inch rope, which was laced over her waiſt, and was defended by half-pikes. She had ſixty-ſeven killed in the action, and eighty-four wounded, whilſt the *Centurion* had only two killed, and a Lieutenant and ſixteen wounded, all of whom but one recovered: Of ſo little conſequence are the moſt deſtructive arms in untutored and unpractiſed hands.

The treaſure thus taken by the *Centurion*, having been for at leaſt eighteen months the great object of their hopes; it is impoſſible to deſcribe the tranſport

on board, when, after all their reiterated diſappointments, they at laſt ſaw their wiſhes accompliſhed. But their joy was near being ſuddenly damped by a moſt tremendous incident: For no ſooner had the galeon ſtruck, than one of the Lieutenants coming to Mr *Anſon* to congratulate him on his prize, whiſpered him at the ſame time, that the *Centurion* was dangerouſly on fire near the powder-room. The Commodore received this dreadful news without any apparent emotion, and taking care not to alarm his people, gave the neceſſary orders for extinguiſhing the fire, which was happily done in a ſhort time, though it's appearance at firſt was extreamly terrible. It ſeems ſome cartridges had been blown up by accident between decks, and the blaſt had communicated it's flame to a quantity of oakum in the after-hatch way, near the after powder-room; where the great ſmother and ſmoke of the oakum occaſioned the apprehenſion of a more extended and miſchievous conflagration: All hopes too of avoiding it's fury, by eſcaping on board the prize, had inſtantly vaniſhed; for at the ſame moment, the galeon fell on board the *Centurion* on the ſtarboard quarter, though ſhe was fortunately cleared without doing or receiving any conſiderable damage.

The Commodore appointed the *Manila* veſſel to be a poſt ſhip in his Majeſty's ſervice, and gave the command of her to Mr *Saumarez*, his firſt Lieutenant; who, before night, ſent on board the *Centurion* all the *Spaniſh* priſoners, except ſuch as were thought the moſt proper to be retained to aſſiſt in navigating the galeon. And now the Commodore learnt, from ſome of theſe priſoners, that the other ſhip, which he had kept in the port of *Acapulco* the

preceding

preceding year, inſtead of returning in company with the preſent prize, as was expected, had ſet ſail from *Acapulco* alone much ſooner than uſual, and had, in all probability, got into the port of *Manila* long before the *Centurion* arrived off cape *Eſpiritu Santo*; ſo that Mr *Anſon*, notwithſtanding his preſent ſucceſs, had great reaſon to regret his loſs of time at *Macao*, which prevented him from taking two rich prizes inſtead of one.

The Commodore, when the action was ended, reſolved to make the beſt of his way with his prize for the river of *Canton*, being the mean time fully employed in ſecuring his priſoners, and in removing the treaſure from on board the galeon into the *Centurion*. The laſt of theſe operations was too important to be poſtponed; for as the navigation to *Canton* was through ſeas but little known, and where, from the ſeaſon of the year, very tempeſtuous weather might be expected, it was of great conſequence that the treaſure ſhould be ſent on board the *Centurion*, which ſhip, by the preſence of the Commander in Chief, the larger number of her hands, and her other advantages, was doubtleſs better provided againſt all the caſualties of winds and ſeas than the galeon: And the ſecuring the priſoners was a matter of ſtill more conſequence, as not only the poſſeſſion of the treaſure, but the lives of the captors depended thereon. This was indeed an article, which gave the Commodore much trouble and diſquietude; for they were above double the number of his own people; and ſome of them, when they were brought on board the *Centurion*, and had obſerved how ſlenderly ſhe was manned, and the large proportion which the ſtriplings bore to the reſt, could not help expreſſing themſelves with great

great indignation to be thus beaten by a handful of boys. The method which was taken to hinder them from riſing, was by placing all but the officers and the wounded in the hold, where, to give them as much air as poſſible, two hatch-ways were left open; but then (to avoid any danger that might happen, whilſt the *Centurion*'s people ſhould be employed upon deck) there was a ſquare partition of thick planks, made in the ſhape of a funnel, which encloſed each hatch-way on the lower deck, and reached to that directly over it on the upper deck; theſe funnels ſerved to communicate the air to the hold better than could have been done without them; and, at the ſame time, added greatly to the ſecurity of the ſhip; for they being ſeven or eight feet high, it would have been extremely difficult for the *Spaniards* to have clambered up; and ſtill to augment that difficulty, four ſwivel-guns loaded with muſquet-bullets were planted at the mouth of each funnel, and a centinel with lighted match was poſted there ready to fire into the hold amongſt them, in caſe of any diſturbance. Their officers, who amounted to ſeventeen or eighteen, were all lodged in the firſt Lieutenant's cabbin, under a guard of ſix men; and the General, as he was wounded, lay in the Commodore's cabbin with a centinel always with him; every priſoner too was ſufficiently appriſed, that any violence or diſturbance would be puniſhed with inſtant death. And that the *Centurion*'s people might be at all times prepared, if, notwithſtanding theſe regulations, any tumult ſhould ariſe: the ſmall arms were conſtantly kept loaded in a proper place, whilſt all the men went armed with cutlaſſes and piſtols; and no officer ever pulled off his cloaths when he ſlept, or,

when

when he lay down, omitted to have his arms always ready by him.

Theſe meaſures were obviouſly neceſſary, conſidering the hazards to which the Commodore and his people would have been expoſed, had they been leſs careful. Indeed, the ſufferings of the poor priſoners, though impoſſible to be alleviated, were much to be commiſerated; for the weather was extremely hot, the ſtench of the hold loathſome, beyond all conception, and their allowance of water but juſt ſufficient to keep them alive; it not being practicable to ſpare them more than at the rate of a pint a day for each, the crew themſelves having only an allowance of a pint and a half. All this conſidered, it was wonderful that not a man of them died during their long confinement, except three of the wounded, who expired the ſame night they were taken: though it muſt be confeſſed, that the greateſt part of them were ſtrangely metamorphoſed by the heat of the hold; for when they were firſt brought on board, they were ſightly robuſt fellows; but when, after above a month's impriſonment, they were diſcharged in the river of *Canton*, they were reduced to mere ſkeletons; and their air and looks correſponded much more to the conception formed of ghoſts and ſpectres, than to the figure and appearance of real men.

Thus employed in ſecuring the treaſure and the priſoners, the Commodore, as hath been ſaid, ſtood for the river of *Canton*: and, on the 30th of *June*, at ſix in the evening, got ſight of Cape *Delangano*, which then bore Weſt ten leagues diſtant. The next day he made the *Baſhee Iſlands*, and the wind being ſo far to the northward, that it was difficult to weather them, it was reſolved to ſtand through between

between *Grafton* and *Monmouth Iſlands*, where the paſſage ſeemed to be clear; tho' in getting through the ſea had a very dangerous aſpect, for it ripled and foamed, with all the appearances of being full of breakers, which was ſtill more terrible, as it was then night. But the ſhips got through very ſafe, (the prize keeping a-head) and it was found, that the agitation of the ſea, which had alarmed them, had been occaſioned only by a ſtrong tide. I muſt here obſerve, that though the *Baſhee Iſlands* are uſually reckoned to be no more than five, yet there are many more lying about them to the weſtward, which, ſeeing the channels amongſt them are not at all known, makes it adviſable for ſhips rather to paſs to the northward or ſouthward, than through them; as indeed the Commodore propoſed to have gone to the northward, between them and *Formoſa*, had it been poſſible for him to have weathered them. From hence the *Centurion* ſteering the proper courſe for the river of *Canton*, ſhe, on the 8th of *July*, diſcovered the Iſland of *Supata*, the weſtermoſt of the *Lema* Iſlands, being the double-peaked rock, particularly delineated in the view of the Iſlands of *Lema*, formerly referred to. This Iſland of *Supata* they made to be a hundred and thirty-nine leagues diſtant from *Grafton*'s Iſland, and to bear from it North 82° 37′ Weſt: And, on the 11th, having taken on board two *Chineſe* Pilots, one for the *Centurion*, and the other for the prize, they came to an anchor off the city of *Macao*.

By this time the particulars of the cargoe of the galeon were well aſcertained, and it was found that ſhe had on board 1,313,843 pieces of eight, and 35,682 *oz.* of virgin ſilver, beſides ſome cochineal, and a few other commodities, which, however, were

were but of ſmall account, in compariſon of the ſpecie. And this being the Commodore's laſt prize, it hence appears that all the treaſure taken by the *Centurion* was not much ſhort of 400,000 *l.* independent of the ſhips and merchandize, which ſhe either burnt or deſtroyed, and which, by the moſt reaſonable eſtimation, could not amount to ſo little as 600,000 *l.* more; ſo that the whole damage done the enemy by our ſquadron, did doubtleſs exceed a million ſterling. To which, if there be added the great expence of the Court of *Spain*, in fitting out *Pizarro*, and in paying the additional charges in *America*, incurred on our account, together with the loſs of their men of war; the total of all theſe articles will be a moſt exorbitant ſum, and is the ſtrongeſt conviction of the utility of this expedition, which, with all it's numerous diſadvantages, did yet prove ſo extremely prejudicial to the enemy. I ſhall only add, that there was taken on board the galeon ſeveral draughts and journals; from ſome of which many of the particulars recited in the 10th chapter of the ſecond book are collected. Among the reſt there was found a chart of all the Ocean, between the *Philippines* and the coaſt of *Mexico*, which was what was made uſe of by the galeon in her own navigation. A copy of this draught, corrected in ſome places by our own obſervations, is here annexed, together with the route of the galeon traced thereon from her own journals, and likewiſe the route of the *Centurion* through the ſame Ocean. This is the chart formerly referred to in the account of the *Manila* trade: But to render it ſtill more compleat, the obſerved variation of the needle is annexed to ſeveral parts, both of the *Spaniſh* and *Engliſh* tract; which addition is of the greateſt conſequence,

ſequence, as no obſervations of this kind in the northern parts of the *Pacific* Ocean have yet to my knowledge been publiſhed, and as the quantity of that variation ſo nearly correſponds to what Dr *Halley* predicted from his Theory above fifty years ago. With this digreſſion I ſhall end this chapter, and leave the *Centurion* and her prize at anchor off *Macao*, preparing to enter the river of *Canton*.

CHAP. IX.

Tranſactions in the river of *Canton*.

THE Commodore having taken Pilots on board, proceeded with his prize for the river of *Canton*; and on the 14th of *July*, caſt anchor ſhort of the *Bocca Tigris*, which is a narrow paſſage forming the mouth of that river: This entrance he propoſed to ſtand through the next day, and to run up as far *Tiger Iſland*, which is a very ſafe road, ſecured from all winds. But whilſt the *Centurion* and her prize were thus at anchor, a boat with an officer was ſent off from the *Mandarine*, commanding the forts at *Bocca Tigris* to examine what the ſhips were, and whence they came. Mr *Anſon* informed the officer that his own ſhip was a man of war belonging to the King of *Great Britain*, and that the other in company with him was a prize he had taken, that he was going into *Canton* river to ſhelter himſelf againſt the hurricanes which were then approaching, and that as ſoon as the monſoon ſhifted he ſhould ſet ſail for *England*. The officer then deſired an account of what men, guns, and ammunition were

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on board, a liſt of all which he ſaid was to be ſent to the Government of *Canton*. But when theſe articles were repeated to him, particularly upon his being told that there were in the *Centurion* four hundred firelocks, and between three and four hundred barrels of powder, he ſhrugged up his ſhoulders, and ſeemed to be terrified with the bare recital, ſaying, that no ſhips ever came into *Canton* river armed in that manner; adding, that he durſt not ſet down the whole of this force, leſt it ſhould too much alarm the Regency. After he had finiſhed his enquiries, and was preparing to depart, he deſired to leave two Cuſtom-houſe officers behind him; on which the Commodore told him, that though as a man of war he was prohibited from trading, and had nothing to do with cuſtoms or duties of any kind; yet, for the ſatisfaction of the *Chineſe*, he would permit two of their people to be left on board, who might themſelves be witneſſes how punctually he ſhould comply with his inſtructions. The officer ſeemed amazed when Mr *Anſon* mentioned being exempted from all duties, and anſwered, that the Emperor's duty muſt be paid by every ſhip that came into his ports: And it is ſuppoſed, that on this occaſion, private directions were given by him to the *Chineſe* Pilot, not to carry the Commodore through the *Bocca Tigris*; which makes it neceſſary, more particularly, to deſcribe that entrance.

The *Bocca Tigris* is a narrow paſſage, little more than muſquet-ſhot over, formed by two points of land, on each of which there is a fort, that on the ſtarboard-ſide being a battery on the water's edge, with eighteen embraſures, but where there were no more than twelve iron cannon mounted, ſeeming to be

be four or ſix pounders; the fort on the larboard ſide is a large caſtle, reſembling thoſe old buildings which here in *England* we often find diſtinguiſhed by that name; it is ſituated on a high rock, and did not appear to be furniſhed with more than eight or ten cannon, none of which were ſuppoſed to exceed ſix pounders. Theſe are the defences which ſecure the river of *Canton*; and which the *Chineſe* (extremely defective in all military ſkill) have imagined were ſufficient to prevent an enemy from forcing his way through.

But it is obvious, from the deſcription of theſe forts, that they could have given no obſtruction to Mr *Anſon*'s paſſage, even if they had been well ſupplied with gunners and ſtores; and therefore, though the Pilot, after the *Chineſe* officer had been on board, refuſed at firſt to take charge of the ſhip, till he had leave from the forts; yet, as it was neceſſary to get through without any delay, for fear of the bad weather which was hourly expected, the Commodore weighed on the 15th, and ordered the Pilot to carry him by the forts, threatening him that, if the ſhip ran aground, he would inſtantly hang him up at the yard-arm. The Pilot, awed by theſe threats, carried the ſhip through ſafely, the forts not attempting to diſpute the paſſage. Indeed the poor Pilot did not eſcape the reſentment of his countrymen; for when he came on ſhore, he was ſeized and ſent to priſon, and was rigorouſly diſciplined with the bamboo. However, he found means to get at Mr *Anſon* afterwards, to deſire of him ſome recompence for the chaſtiſement he had undergone, and of which he then carried very ſignificant marks about him; Mr *Anſon* therefore in commiſeration of his ſufferings, gave him ſuch a

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ſum of money, as would at any time have enticed a *Chineſe* to have undergone a dozen baſtinadings.

Nor was the Pilot the only perſon that ſuffered on this occaſion; for the Commodore ſoon after ſeeing ſome royal junks paſs by him from *Bocca Tigris* towards *Canton*, he learnt, on enquiry, that the *Mandarine* commanding the forts was a priſoner on board them; that he was already turned out, and was now carrying to *Canton*, where it was expected he would be ſeverely puniſhed for having permitted the ſhips to paſs. Upon the Commodore's urging the unreaſonableneſs of this procedure, from the inability of the forts to have done otherwiſe, and explaining to the *Chineſe* the great ſuperiority his ſhips would have had over the forts, by the number and ſize of their guns, the *Chineſe* ſeemed to acquieſce in his reaſoning, and allowed that their forts could not have ſtopped him; but they ſtill aſſerted, that the *Mandarine* would infallibly ſuffer, for not having done, what all his judges were convinced, was impoſſible. To ſuch indefenſible abſurdities are thoſe obliged to ſubmit, who think themſelves concerned to ſupport their authority, when the neceſſary force is wanting. But to return.

On the 16th of *July* the Commodore ſent his ſecond Lieutenant to *Canton*, with a letter for the Viceroy, informing him of the reaſon of the *Centurion*'s putting into that port; and that the Commodore himſelf ſoon propoſed to repair to *Canton*, to pay a viſit to his Excellency. The Lieutenant was very civilly received, and was promiſed that an anſwer ſhould be ſent to the Commodore the next day. In the mean time Mr *Anſon* gave leave to ſeveral of the officers of the galeon to go to *Canton*, they engaging their parole to return in two days.

When theſe priſoners got to *Canton*, the Regency ſent for them, and examined them, enquiring particularly by what means they came into Mr *Anſon's* power. It luckily happened that on this occaſion the priſoners were honeſt enough to declare, that as the Kings of *Great-Britain* and of *Spain* were at war, they had propoſed to themſelves the taking of the *Centurion*, and had bore down upon her with that view, but that the event had been contrary to their hopes. And, being queſtioned as to their uſage on board, they frankly acknowledged that they had been treated by the Commodore, much better than they believed they ſhould have treated him, had he fallen into their hands. This confeſſion from an enemy had great weight with the *Chineſe*, who, till then, tho' they had revered the Commodore's military force, had yet ſuſpected his morals, and had conſidered him rather as a lawleſs free-booter, than as one commiſſioned by the State for the revenge of public injuries. But they now changed their opinion, and regarded him as a more important perſon; to which perhaps the vaſt treaſure of his prize might not a little contribute; the acquiſition of wealth being a matter greatly adapted to the eſteem and reverence of the *Chineſe* Nation.

In this examination of the *Spaniſh* priſoners, though the *Chineſe* had no reaſon in the main to doubt of the account which was given them, yet there were two circumſtances which appeared to them ſo ſingular, as to deſerve a more ample explanation; one of them was the great diſproportion of men between the *Centurion* and the galeon; the other was the humanity, with which the people of the galeon were treated after they were taken. The *Mandarines* therefore aſked the *Spaniards*, how they

they came to be overpowered by ſo inferior a force; and how it happened, ſince the two nations were at war, that they were not put to death when they fell into the hands of the *Engliſh*. To the firſt of theſe enquiries the *Spaniards* anſwered, that though they had more men than the *Centurion*; yet ſhe being intended ſolely for war, had a great ſuperiority in the ſize of her guns, and in many other articles, over the galeon, which was a veſſel fitted out principally for traffic: And as to the ſecond queſtion, they told the *Chineſe*, that amongſt the nations of *Europe*, it was not cuſtomary to put to death thoſe who ſubmitted; though they readily owned, that the Commodore, from the natural bias of his temper, had treated both them and their countrymen, who had formerly been in his power, with very unuſual courteſy, much beyond what they could have expected, or than was required by the cuſtoms eſtabliſhed between nations at war with each other. Theſe replies fully ſatisfied the *Chineſe*, and at the ſame time wrought very powerfully in the Commodore's favour.

On the 20th of *July*, in the morning, three *Mandarines*, with a great number of boats, and a vaſt retinue, came on board the *Centurion*, and delivered to the Commodore the Viceroy of *Canton*'s order for a daily ſupply of proviſions, and for Pilots to carry the ſhips up the river as far as the ſecond bar; and at the ſame time they delivered him a meſſage from the Viceroy, in anſwer to the letter ſent to *Canton*. The ſubſtance of the meſſage was, that the Viceroy deſired to be excuſed from receiving the Commodore's viſit, during the then exceſſive hot weather; becauſe the aſſembling the *Mandarines* and ſoldiers, neceſſary to that ceremony,

would prove extremely inconvenient and fatiguing; but that in *September*, when the weather would be more temperate, he ſhould be glad to ſee both the Commodore himſelf, and the *Engliſh* Captain of the other ſhip, that was with him. As Mr *Anſon* knew that an expreſs had been diſpatched to the Court at *Pekin*, with an account of the *Centurion* and her prize being arrived in the river of *Canton*; he had no doubt, but the principal motive for putting off this viſit was, that the Regency at *Canton* might gain time to receive the Emperor's inſtructions, about their behaviour on this unuſual affair.

When the *Mandarines* had delivered their meſſage, they began to talk to the Commodore about the duties to be paid by his ſhips; but he immediately told them, that he would never ſubmit to any demand of that kind; that as he neither brought any merchandize thither, nor intended to carry any away, he could not be reaſonably deemed within the meaning of the Emperor's orders, which were doubtleſs calculated for trading veſſels only, adding, that no duties were ever demanded of men of war, by nations accuſtomed to their reception, and that his Maſter's orders expreſsly forbad him from paying any acknowledgement for his ſhips anchoring in any port whatever.

The *Mandarines* being thus cut ſhort on the ſubject of the duty, they ſaid they had another matter to mention, which was the only remaining one they had in charge; this was a requeſt to the Commodore, that he would releaſe the priſoners he had taken on board the galeon; for that the Viceroy of *Canton* apprehended the Emperor, his Maſter, might be diſpleaſed, if he ſhould be informed, that

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perſons, who were his allies, and carried on a great commerce with his ſubjects, were under confinement in his dominions. Mr *Anſon* was himſelf extremely deſirous to get rid of the *Spaniards*, having, on his firſt arrival, ſent about an hundred of them to *Macao*, and thoſe who remained, which were near four hundred more, were, on many accounts, a great incumbrance to him. However, to inhance the favour, he at firſt raiſed ſome difficulties; but permitting himſelf to be prevailed on, he at laſt told the *Mandarines*, that to ſhow his readineſs to oblige the Viceroy, he would releaſe the priſoners, whenever they, the *Chineſe*, would order boats to fetch them off. This matter being thus adjuſted, the *Mandarines* departed; and, on the 28th of *July*, two *Chineſe* junks were ſent from *Canton*, to take on board the priſoners, and to carry them to *Macao*. And the Commodore, agreeable to his promiſe, diſmiſſed them all, and directed his Purſer to allow them eight days proviſion for their ſubſiſtence, during their ſailing down the river: Since, before they were diſpatched, the *Centurion* was arrived at her moorings, above the ſecond bar, where ſhe and her prize propoſed to continue, till the monſoon ſhifted.

Though the ſhips, in conſequence of the Viceroy's permit, found no difficulty in purchaſing proviſions for their daily conſumption; yet it was impoſſible that the Commodore could proceed to *England*, without laying in a large quantity both of proviſions and naval ſtores for his uſe, during the voyage. The procuring this ſupply was attended with much perplexity; for there were people at *Canton* who had undertaken to furniſh him with biſcuit, and whatever elſe he wanted; and his

linguiſt, towards the middle of *September*, had aſſured him, from day to day, that all was ready, and would be ſent on board him immediately. But a fortnight being elapſed, and nothing brought, the Commodore ſent to *Canton* to enquire more particularly into the reaſons of this diſappointment: And he had ſoon the vexation to be informed, that the whole was an illuſion; that no order had been procured from the Viceroy, to furniſh him with his ſea-ſtores, as had been pretended; that there was no biſcuit baked, nor any one of the articles in readineſs, which had been promiſed him; nor did it appear, that the Contractors had taken the leaſt ſtep to comply with their agreement. This was moſt diſagreeable news, and made it ſuſpected, that the furniſhing the *Centurion* for her return to *Great-Britain* might prove a more troubleſome matter than had been hitherto imagined; eſpecially too, as the month of *September* was nearly ended, without Mr *Anſon*'s having received any meſſage from the Viceroy of *Canton*.

And here perhaps it might be expected, that a ſatisfactory account ſhould be given of the motives of the *Chineſe* for this faithleſs procedure. However, as I have already, in a former chapter, made ſome kind of conjectures about a ſimilar event, I ſhall not repeat them again in this place; but ſhall content myſelf with obſerving, that after all, it may perhaps be impoſſible for an *European*, ignorant of the cuſtoms and manners of that nation, to be fully apprized of the real incitements to this behaviour. Indeed, thus much may undoubtedly be aſſerted, that in artifice, falſhood, and an attachment to all kinds of lucre, many of the *Chineſe* are difficult to be parallelled by any other people. But then the

particular application of theſe talents, and the manner in which they operate on every emergency, are often beyond the reach of a Foreigner's penetration: So that though it may be ſurely concluded, that the *Chineſe* had ſome intereſt in thus amuſing the Commodore, yet it may not be eaſy to aſſign the individual views by which they were influenced. And, that I may not be thought too ſevere in aſcribing to this Nation a fraudulent and ſelfiſh turn of temper, ſo contradictory to the character given of them in the legendary accounts of the *Romiſh* Miſſionaries; I ſhall here mention an extraordinary tranſaction or two, which I conceive will be ſome kind of confirmation of what I have advanced.

When the Commodore lay firſt at *Macao*, one of his officers, who had been extremely ill, deſired leave of him to go on ſhore every day on a neighbouring Iſland, imagining that a walk upon the land would contribute greatly to the reſtoring of his health. The Commodore would have diſſuaded him from it, ſuſpecting the tricks of the *Chineſe*; but the officer continuing importunate, in the end the boat was ordered to carry him thither. The firſt day he was put on ſhore he took his exerciſe, and returned without receiving any moleſtation, or even ſeeing any of the inhabitants; but the ſecond day, he was aſſaulted, juſt after his arrival, by a great number of *Chineſe*, who had been hoeing rice in the neighbourhood, and who beat him ſo violently with the handles of their hoes, that they ſoon laid him on the ground, incapable of reſiſtance; after which they robbed him, taking from him his ſword, the hilt of which was ſilver, his money, his watch, gold-headed cane, ſnuff-box, ſleeve-buttons and hat, with ſeveral other trinkets. In the mean time the

boat's crew, who were at a little diſtance, and had no arms of any kind with them, were incapable of giving him any relief; till at laſt one of them flew on the fellow who had the ſword in his poſſeſſion, and wreſting it out of his hands, drew it, and with it was preparing to fall on the *Chineſe*, ſome of whom he could not have failed of killing. But the officer, perceiving what he was about, immediately ordered him to deſiſt, thinking it more prudent to ſubmit to the preſent violence, than to embroil his Commander in an inextricable ſquabble with the *Chineſe* Government, by the death of their ſubjects: Which calmneſs in this Gentleman was the more meritorious, as he was known to be a perſon of an uncommon ſpirit, and of a ſomewhat haſty temper. By this means the *Chineſe* ſpeedily recovered the poſſeſſion of the ſword, when they perceived it was prohibited to be made uſe of againſt them, and carried off their whole booty unmoleſted. No ſooner were they gone, than a *Chineſe* on horſeback, very well dreſſed, and who had the air and appearance of a Gentleman, came down to the ſea ſide, and as far as could be underſtood by his ſigns, ſeemed to cenſure the conduct of his countrymen, and to commiſerate the officer, being wonderfully officious to aſſiſt in getting him on board the boat: But notwithſtanding this behaviour, it was ſhrewdly ſuſpected that he was an accomplice in the theft, and time fully made out the juſtice of thoſe ſuſpicions.

When the boat returned on board, and the officer reported what had paſſed to the Commodore, he immediately complained of it to the *Mandarine*, who attended to ſee his ſhip ſupplied; but the *Mandarine* coolly obſerved, that the boat ought not to have gone on ſhore, promiſing, however, that if

if the thieves could be found, they ſhould be puniſhed: Though it appeared plain enough, by his manner of anſwering, that he would never give himſelf any trouble in ſearching them out. However, a conſiderable time afterwards, when ſome *Chineſe* boats were ſelling proviſions to the *Centurion*, the perſon who had wreſted the ſword from the *Chineſe* came with eagerneſs to the Commodore, to aſſure him that one of the principal thieves was then in a proviſion-boat along-ſide the ſhip; and the officer, who had been robbed, viewing the fellow on this report, and well remembering his face, orders were immediately given to ſeize him; and he was accordingly ſecured on board the ſhip, where ſtrange diſcoveries were now made.

This thief, on his being firſt apprehended, expreſſed ſo much fright in his countenance, that it was feared he would have died upon the ſpot; the *Mandarine* too, who attended the ſhip, had viſibly no ſmall ſhare of concern on the occaſion. Indeed he had reaſon enough to be alarmed, ſince it was ſoon apparent, that he had been privy to the whole robbery; for the Commodore declaring that he would not deliver up the thief, but would himſelf order him to be ſhot, the *Mandarine* immediately put off the magiſterial air, with which he had at firſt pretended to demand him, and begged his releaſe in the moſt abject manner. But the Commodore ſeeming to be inflexible, there came on board, in leſs than two hours time, five or ſix of the neighbouring *Mandarines*, who all joined in the ſame entreaty, and with a view of facilitating their ſuit, offered a large ſum of money for the fellow's liberty. Whilſt they were thus ſolliciting, it was diſcovered that the *Mandarine*, the moſt active

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amongſt them, and who was thence preſumed to be moſt intereſted in the event, was the very Gentleman, who rod up to the officer, juſt after the robbery, and who pretended to be ſo much diſpleaſed with the villainy of his countrymen. On further inquiry it was alſo found, that he was the *Mandarine* of the Iſland; and that he had, by the authority of his office, ordered the Peaſants to commit that infamous action. This eaſily accounted for his extraordinary vigilance in the preſent conjuncture; ſince, as far as could be collected from the broken hints which were caſually thrown out, it ſeemed, that he and his brethren, who were every one privy to the tranſaction, were terrified with the fear of being called before the tribunal at *Canton*, where the firſt article of their puniſhment would be the ſtripping them of all they were worth; though their judges (however fond of inflicting a chaſtiſement ſo lucrative to themſelves) were perhaps of as tainted a complexion as the delinquents. Mr *Anſon* was not diſpleaſed to have caught the *Chineſe* in this dilemma; he entertained himſelf for ſome time with their perplexity, rejecting their money with ſcorn, appearing inexorable to their prayers, and giving out that the thief ſhould certainly be ſhot; but as he then foreſaw that he ſhould be forced to take ſhelter in their ports a ſecond time, when the influence he might hereby acquire over the Magiſtrates would be of great ſervice to him, he at length permitted himſelf to be perſuaded, and as a favour releaſed his priſoner; tho' not till the *Mandarine* had collected and returned all that had been ſtolen from the officer, even to the minuteſt trifle.

But notwithſtanding this inſtance of the good intelligence between the magiſtrates and criminals,

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the ſtrong addiction of the *Chineſe* to lucre often prompts them to break through this awful confederacy, and puts them on defrauding the authority, that protects them, of it's proper quota of the pillage. For not long after the above-mentioned tranſaction, (the former *Mandarine*, attendant on the ſhip, being, in the mean time, relieved by another) the Commodore loſt a top-maſt from his ſtern, which, on the moſt diligent enquiry, could not be traced out. As it was not his own, but had been borrowed at *Macao* to heave down by, and was not to be replaced in that part of the world; he was extremely deſirous to recover it, and publiſhed a conſiderable reward to any who would bring it him again. There were ſuſpicions from the firſt of it's being ſtolen, which made him conclude a reward was the likelieſt method of getting it back. Hereupon, ſoon after, the *Mandarine* informed him, that ſome of his, the *Mandarine*'s, attendants had found the top-maſt, deſiring the Commodore to ſend his boats to fetch it, which being done, the *Mandarine*'s people received the promiſed reward. It ſeems, the Commodore had told the *Mandarine*, that he would make him a preſent beſides, on account of the care he had taken in directing it to be ſearched for; and accordingly, Mr *Anſon* gave a ſum of money to his Linguiſt, to be delivered to the *Mandarine*; but the Linguiſt knowing that the *Chineſe* had been paid, and ignorant that a further preſent had been promiſed, kept the money himſelf. However, the *Mandarine* fully confiding in Mr *Anſon*'s word, and ſuſpecting the Linguiſt, he took occaſion, one morning, to admire the ſize of the *Centurion*'s maſts, and thence on a pretended ſudden recollection, he made a digreſſion to the top-maſt which had

had been loſt, and aſked Mr *Anſon* if he had not got it again. Mr *Anſon* preſently perceived the bent of this converſation, and enquired of him if he had not received the money from the Linguiſt, and finding he had not, he offered to pay it him upon the ſpot. But this the *Mandarine* refuſed, having now ſomewhat more in view than the ſum which had been detained. For the next day the Linguiſt was ſeized, and was doubtleſs mulcted of whatever he had gotten in the Commodore's ſervice, which was ſuppoſed to be little leſs than two thouſand dollars; being beſides ſo ſeverely baſtinadoed, that it was wonderful he eſcaped with his life. And when he was upbraided by the Commodore (to whom he afterwards came a begging) with his folly in riſquing this ſevere chaſtiſement, and the loſs of all he was worth, for the lucre of fifty dollars, the preſent of which he defrauded the *Mandarine*; he had no other excuſe to make, than the ſtrong bias of his Nation to diſhoneſty, replying, in his broken jargon, *Chineſe man very great rogue truly, but have faſhion, no can help.*

It were endleſs to recount all theſe artifices, extortions, and frauds, which were practiſed on the Commodore and his people, by this intereſted race. The method of buying proviſions in *China* being by weight, the tricks the *Chineſe* made uſe of to augment the weight of what they ſold to the *Centurion*, were almoſt incredible. One time a large quantity of fowls and ducks being bought for the ſhip's ſtore, the greateſt part of them preſently died: This ſpread a general alarm on board, it being apprehended that they had been killed by poiſon; but on examination it appeared, that it was only owing to their being crammed with ſtones and

gravel

gravel to increaſe their weight, the quantity thus forced into moſt of the ducks being found to amount to ten ounces in each. The hogs too, which were bought ready killed of the *Chineſe* Butchers, had water injected into them for the ſame purpoſe; ſo that a carcaſs, hung up all night that the water might drain from it, had loſt above a ſtone of it's weight. And when, to avoid this cheat, the hogs were bought alive, it was diſcovered that the *Chineſe* gave them ſalt to increaſe their thirſt, and having thus excited them to drink great quantities of water, they then took meaſures to prevent them from diſcharging it again by urine, and ſold the tortured animal in this inflated ſtate. When the Commodore firſt put to ſea from *Macao*, they practiſed an artifice of another kind; for as the *Chineſe* never ſcruple eating any food that dies of itſelf, they contrived, by ſome ſecret practices, that great part of his live ſea-ſtore ſhould die in a ſhort time after it was put on board, hoping to make a ſecond profit of the dead carcaſſes which they expected would be thrown overboard; and two thirds of the hogs dying before the *Centurion* was out of ſight of land, many of the *Chineſe* boats followed her, only to pick up the carrion. Theſe inſtances may ſerve as a ſpecimen of the manners of this celebrated Nation, which is often recommended to the reſt of the world as a pattern of all kinds of laudable qualities. But to return:

The Commodore, towards the end of *September*, having found out (as has been ſaid) that thoſe, who had contracted to ſupply him with ſea proviſions and ſtores, had deceived him, and that the Viceroy had not invited him to an interview, according to his promiſe, he ſaw it would be impoſſible for him

to

to ſurmount the difficulties he was under, without going to *Canton*, and viſiting the Viceroy. And therefore, on the 27th of *September*, he ſent a meſſage to the *Mandarine*, who attended the *Centurion*, to inform him, that he, the Commodore, intended, on the firſt of *October*, to proceed in his boat to *Canton*: Adding, that the day after he got there, he ſhould notify his arrival to the Viceroy, and ſhould deſire him to fix a time for his audience. This meſſage being delivered to the *Mandarine*, he returned no other anſwer, than that he would acquaint the Viceroy with the Commodore's intentions. In the mean time all thing were prepared for this expedition: And the boat's crew, which Mr *Anſon* propoſed to take with him, were cloathed in an uniform dreſs, reſembling that of the Watermen on the *Thames*; they were in number eighteen and a Coxſwain; they had ſcarlet jackets and blue ſilk waiſtcoats, the whole trimmed with ſilver buttons, beſides ſilver badges on their jackets and caps. As it was apprehended, and even aſſerted, that the payment of the cuſtomary duties for the *Centurion* and her prize, would be demanded by the Regency of *Canton*, and would be inſiſted on, previous to their granting a permiſſion to victual the ſhip for her future voyage; the Commodore, who was reſolved never to eſtabliſh ſo diſhonourable a precedent, took all poſſible precaution to prevent the *Chineſe* from facilitating the ſucceſs of their unreaſonable pretenſions, by having him in their power at *Canton*. And therefore, the better to ſecure his ſhip, and the great treaſure on board her, againſt their projects, he appointed his firſt Lieutenant, Mr *Brett*, to be Captain of the *Centurion*, under him, giving him proper inſtructons

for

for his conduct; directing him, particularly, if he, the Commodore, ſhould be detained at *Canton* on account of the duties in diſpute, to take out the men from the *Centurion*'s prize, and to deſtroy her; and then to proceed down the river through the *Bocca Tigris*, with the *Centurion* alone, and to remain without that entrance, till he received further orders from Mr *Anſon*.

Theſe neceſſary ſteps being taken, which were not unknown to the *Chineſe*, it ſhould ſeem as if their deliberations were in ſome ſort perplexed thereby. It is reaſonable to imagine, that they were in general very deſirous of getting the duties to be paid them; not perhaps ſolely in conſideration of the amount of thoſe dues; but to keep up their reputation for addreſs and ſubtlety, and to avoid the imputation of receding from claims, on which they had already ſo frequently inſiſted. However, as they now foreſaw that they had no other method of ſucceeding than by violence, and that even againſt this the Commodore was prepared; they were at laſt diſpoſed, I conceive, to let the affair drop, rather than entangle themſelves in an hoſtile meaſure, which they found would only expoſe them to the riſque of having the whole navigation of their port deſtroyed, without any certain proſpect of gaining their favourite point.

But, though there is reaſon to conclude, that theſe were their thoughts at that time; yet they could not depart at once from the evaſive conduct to which they had hitherto adhered. Since when the Commodore, on the morning of the firſt of *October*, was preparing to ſet out for *Canton*; his Linguiſt came to him from the *Mandarine*, who attended the ſhip, to tell him that a letter had been

received

received from the Viceroy of *Canton*, desiring the Commodore to put off his going thither for two or three days. The reality of this message was not then questioned; but, in the afternoon of the same day, another Linguist came on board, who, with much seeming fright, told Mr *Anson*, that the Viceroy had expected him up that day, that the Council was assembled, and the troops had been under arms to receive him; and that the Viceroy was highly offended at the disappointment, and had sent the Commodore's Linguist to prison, chained, supposing that the whole had been owing to the Linguist's negligence. This plausible tale gave the Commodore great concern, and made him apprehend that there was some treachery designed him, which he could not yet fathom. And though it afterwards appeared that the whole was a fiction, not one article of it having the least foundation; yet (for reasons best known to themselves) this falshood was so well supported by the artifices of the *Chinese* Merchants at *Canton*, that, three days afterwards, the Commodore received a letter signed by all the supercargoes of the *English* ships then at that place, expressing their great uneasiness about what had happened, and intimating their fears that some insult would be offered to his boat, if he came thither before the Viceroy was fully satisfied of the mistake. To this letter Mr *Anson* replied, that he did not believe there had been a mistake; but was persuaded it was a forgery of the *Chinese* to prevent his visiting the Viceroy; that therefore he would certainly come up to *Canton* on the 13th of *October*, confident that the *Chinese* would not dare to offer him any insult, as well knowing he should want neither power nor inclination, to make them a proper return.

On

On the 13th of *October* the Commodore continuing firm to his reſolution, all the ſupercargoes of the *Engliſh*, *Daniſh*, and *Swediſh* ſhips came on board the *Centurion*, to accompany him to *Canton*, for which place he ſet out in his barge the ſame day, attended by his own boats, and by thoſe of the trading ſhips, which on this occaſion ſent their boats to augment his retinue: As he paſſed by *Wampo*, where the *European* veſſels lay, he was ſaluted by all of them but the *French*, and in the evening he arrived ſafely at *Canton*. His reception in that city, and the moſt material tranſactions from henceforward, till the expedition was brought to a period, by the return of the *Centurion* to *Great Britain*, ſhall be the ſubject of the enſuing chapter.

CHAP. X.

Proceedings at the city of *Canton*, and the return of the *Centurion* to *England*.

WHEN the Commodore arrived at *Canton*, he was viſited by the principal *Chineſe* Merchants, who affected to appear very much pleaſed that he had met with no obſtruction in getting thither; and who thence pretended to conclude, that the Viceroy was ſatisfied about the former miſtake, the reality of which they ſtill inſiſted on. In the converſation which paſſed upon this occaſion, they took care to inſinuate, that as ſoon as the Viceroy ſhould be informed that Mr *Anſon* was at *Canton*, (which they promiſed ſhould be done the next morning) they were perſuaded a time would be immediately appointed for the viſit, which was the principal buſineſs that had brought the Commodore to that city.

The next day the Merchants returned to Mr *Anſon*, and told him, that the Viceroy was then ſo fully employed in preparing his diſpatches for *Pekin*, that there was no getting admittance to him at preſent; but that they had engaged one of the officers of his Court to give them information, as ſoon as he ſhould be at leiſure, when they propoſed to notify Mr *Anſon*'s arrival, and to endeavour to fix the audience. The Commodore was already too well acquainted with their artifices, not to perceive that this was a falſhood; and had he conſulted only his own judgment, he would have applied directly to the Viceroy, by other hands. But the *Chineſe* Merchants had ſo far prepoſſeſſed the ſupercargoes of our ſhips with chimerical fears, that they (the ſupercargoes) were extremely apprehenſive of being embroiled with the Government, and of ſuffering in their intereſt, if thoſe meaſures were taken, which appeared to Mr *Anſon* at that time to be the moſt prudential: And therefore, leſt the malice and double dealing of the *Chineſe* might have given riſe to ſome ſiniſter incident, which would be afterwards laid at his door, he reſolved to continue paſſive, as long as it ſhould appear that he loſt no time, by thus ſuſpending his own opinion. In purſuance of this reſolution, he propoſed to the *Engliſh*, that he would engage not to take any immediate ſtep himſelf for getting admittance to the Viceroy, provided the *Chineſe*, who contracted to furniſh his proviſions, would let him ſee that his bread was baked, his meat ſalted, and his ſtores prepared with the utmoſt diſpatch. But, if by the time when all was in readineſs to be ſhipped off, (which it was ſuppoſed would be in about forty days) the Merchants ſhould not have procured the government's permiſ-

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ſion to ſend it on board, then the Commodore was determined to apply to the Viceroy himſelf. Theſe were the terms Mr *Anſon* thought proper to offer, to quiet the uneaſineſs of the ſupercargoes; and, notwithſtanding the apparent equity of the conditions, many difficulties and objections were urged; nor would the *Chineſe* agree to the propoſal, till the Commodore had conſented to pay for every article he beſpoke before it was put in hand. However, at laſt, the contract being paſt, it was ſome ſatisfaction to the Commodore, to be certain that his preparations were now going on, and being himſelf on the ſpot, he took care to haſten them as much as poſſible.

During this interval, in which the ſtores and proviſions were getting ready, the Merchants continually entertained Mr *Anſon* with accounts of their various endeavours to procure a licence from the Viceroy, and their frequent diſappointments: This was now a matter of amuſement to the Commodore, as he was fully ſatisfied there was not one word of truth in any thing they ſaid. But when all was compleated, and wanted only to be ſhipped, which was about the 24th of *November*, at which time too the N. E. monſoon was ſet in, he then reſolved to demand an audience of the Viceroy, as he was perſuaded that, without this ceremony, the grant of a permiſſion to take his ſtores on board would meet with great difficulty. On the 24th of *November*, therefore, Mr *Anſon* ſent one of his officers to the *Mandarine*, who commanded the guard of the principal gate of the city of *Canton*, with a letter directed to the Viceroy. When this letter was delivered to the *Mandarine*, he received the officer who brought it very civilly, and took down the contents

of it in *Chineſe*, and promiſed that the Viceroy ſhould be immediately acquainted with it; but told the officer, it was not neceſſary he ſhould wait for an anſwer, becauſe a meſſage would be ſent to the Commodore himſelf.

When Mr *Anſon* firſt determined to write this letter, he had been under great difficulties about a proper interpreter, as he was well aware that none of the *Chineſe*, uſually employed as Linguiſts, could be relied on: But he at laſt prevailed with Mr *Flint*, an *Engliſh* Gentleman belonging to the factory, who ſpoke *Chineſe* perfectly well, to accompany his officer. This perſon, who upon that occaſion and many others, was of ſingular ſervice to the Commodore, had been left at *Canton*, when a youth, by the late Captain *Rigby*. The leaving him there to learn the *Chineſe* language was a ſtep taken by that Captain, merely from his own perſuaſion of the conſiderable advantages which the *Eaſt-India* Company might one day receive from an *Engliſh* interpreter; and though the utility of this meaſure has greatly exceeded all that was expected from it, yet I have not heard that it has been to this hour imitated: But we imprudently chooſe (except in this ſingle inſtance) to carry on the vaſt tranſactions of the port of *Canton*, either by the ridiculous jargon of broken *Engliſh*, which ſome few of the *Chineſe* have learnt, or by the ſuſpected interpretation of the Linguiſts of other Nations.

Two days after the ſending the abovementioned letter, a fire broke out in the ſuburbs of *Canton*. On the firſt alarm, Mr *Anſon* went thither with his officers, and his boat's crew, to aid the *Chineſe*. When he came there, he found that it had begun in a ſailor's ſhed, and that by the ſlightneſs of the buildings

ings, and the awkwardneſs of the *Chineſe*, it was getting head apace. However, he perceived, that by pulling down ſome of the adjacent ſheds it might eaſily be extinguiſhed; and particularly obſerving that it was then running along a wooden cornice, which blazed fiercely, and would immediately communicate the flame to a great diſtance, he ordered his people to begin with tearing away that cornice: This was preſently attempted, and would have been ſoon executed; but, in the mean time, he was told, that, as there was no *Mandarine* there, who alone has a power to direct on theſe occaſions, the *Chineſe* would make him, the Commodore, anſwerable for whatever ſhoud be pulled down by his command. Hereupon Mr *Anſon* and his attendants deſiſted; and he ſent them to the *Engliſh* factory, to aſſiſt in ſecuring the Company's treaſure and effects, as it was eaſy to foreſee that no diſtance was a protection againſt the rage of ſuch a fire, where ſo little was done to put a ſtop to it. Since all the while the *Chineſe* contented themſelves with viewing it, and now and then holding one of their idols near it, which they ſeemed to expect ſhould check it's progreſs. Indeed, at laſt, a *Mandarine* came out of the city, attended by four or five hundred firemen: Theſe made ſome feeble efforts to pull down the neighbouring houſes; but by that time the fire had greatly extended itſelf, and was got amongſt the Merchants warehouſes; and the *Chineſe* firemen, wanting both ſkill and ſpirit, were incapable of checking it's violence; ſo that it's fury increaſed upon them, and it was feared the whole city would be deſtroyed. In this general confuſion the Viceroy himſelf came thither, and the Commodore was ſent to, and was intreated to afford his aſſiſtance, being told that he might take any

meaſures he ſhould think moſt prudent in the preſent emergency. Upon this meſſage, he went thither a ſecond time, carrying with him about forty of his people; who, in the ſight of the whole city, exerted themſelves after ſo extraordinary a manner, as in that country was altogether without example. For, behaving with the agility and boldneſs peculiar to ſailors, they were rather animated than deterred by the flames and falling buildings, amongſt which they wrought: Whence it was not uncommon to ſee the moſt forward of them tumble to the ground on the roofs, and amidſt the ruins of houſes, which their own efforts brought down under them. By their reſolution and activity the fire was ſoon extinguiſhed, to the amazement of the *Chineſe*: And it fortunately happened too, that the buildings being all on one floor, and the materials ſlight; the ſeamen, notwithſtanding their daring behaviour, eſcaped with no other injures, than ſome conſiderable bruiſes.

The fire, though at laſt thus luckily extinguiſhed, did great miſchief during the time it continued; for it conſumed a hundred ſhops and eleven ſtreets full of warehouſes, ſo that the damage amounted to an immenſe ſum; and one of the *Chineſe* Merchants, well known to the *Engliſh*, whoſe name was *Succoy*, was ſuppoſed, for his own ſhare, to have loſt near two hundred thouſand pound ſterling. It raged indeed with unuſual violence, for in many of the warehouſes, there were large quantities of camphire, which greatly added to it's fury, and produced a column of exceeding white flame, which blazed up into the air to ſuch a prodigious height, that it was diſtinctly ſeen on board the *Centurion*, though ſhe was at leaſt thirty miles diſtant.

Whilſt the Commodore and his people were labouring at the fire, and the terror of it's becoming general

general ſtill poſſeſſed the whole city, ſeveral of the moſt conſiderable *Chineſe* Merchants came to Mr *Anſon*, to deſire that he would let each of them have one of his ſoldiers (for ſuch they ſtiled his boat's crew, from the uniformity of their dreſs) to guard their warehouſes and dwelling-houſes, which, from the known diſhoneſty of the populace, they feared would be pillaged in the tumult. Mr *Anſon* granted them this requeſt; and all the men that he thus furniſhed behaved much to the ſatisfaction of the Merchants, who afterwards highly applauded their great diligence and fidelity.

By this means, the reſolution of the *Engliſh* in maſtering the fire, and their truſty and prudent conduct where they were employed as ſafeguards, was the general ſubject of converſation amongſt the *Chineſe*. And, the next morning, many of the principal inhabitants waited on the Commodore to thank him for his aſſiſtance; frankly owning to him, that he had preſerved their city from being totally conſumed, as they could never have extinguiſhed the fire of themſelves. Soon after too a meſſage came to the Commodore from the Viceroy, appointing the 30th of *November* for his audience; which ſudden reſolution of the Viceroy, in a matter that had been ſo long agitated in vain, was alſo owing to the ſignal ſervices performed by Mr *Anſon* and his people at the fire, of which the Viceroy himſelf had been in ſome meaſure an eye-witneſs.

The fixing this buſineſs of the audience, was, on every account, a circumſtance with which Mr *Anſon* was much pleaſed: Since he was ſatisfied the *Chineſe* Government would not have determined this point, without having agreed among themſelves to give up their pretenſions to the duties they

claimed, and to grant him all he could reaſonably aſk. For, as they well knew the Commodore's ſentiments, it would have been a piece of imprudence, not conſiſtent with their refined cunning, to have admitted him to an audience, only to have conteſted with him. Being therefore himſelf perfectly eaſy about the reſult of his viſit, he made the neceſſary preparations againſt the day; and engaged Mr *Flint*, whom I have mentioned before, to act as interpreter in the conference: And Mr *Flint*, in this affair, as in all others, acquitted himſelf much to the Commodore's ſatisfaction; repeating with great boldneſs, and doubtleſs with exactneſs, whatever was given him in charge, a part which no *Chineſe* Linguiſt would have performed with any tolerable fidelity.

At ten o'clock in the morning, on the day appointed, a *Mandarine* came to the Commodore, to let him know that the Viceroy was prepared, and expected him; on which the Commodore and his retinue immediately ſet out. As ſoon as he entered the outer gate of the city, he found a guard of two hundred ſoldiers ready to receive him; theſe attended him to the great parade before the Emperor's palace, where the Viceroy then reſided. In this parade, a body of troops, to the number of ten thouſand, were drawn up under arms, who made a very fine appearance, they being all of them new cloathed for this ceremony. Mr *Anſon* with his retinue having paſſed through the middle of them, he was then conducted to the great hall of audience, where he found the Viceroy ſeated under a rich canopy in the Emperor's chair of State, with all his Council of *Mandarines* attending. Here there was a vacant ſeat prepared for the Commodore, in which

which he was placed on his arrival. He was ranked the third in order from the Viceroy, there being above him only the two Chiefs of the Law, and of the Treasury, who in the *Chinese* Government have precedence of all military officers. When the Commodore was seated, he addressed himself to the Viceroy by his interpreter, and began with reciting the various methods he had formerly taken to get an audience; adding, that he imputed the delays he had met with, to the insincerity of those he had employed, and that he had therefore no other means left, than to send, as he had done, his own officer with a letter to the gate. On the mention of this the Viceroy interrupted the interpreter, and bid him assure Mr *Anson*, that the first knowledge they had of his being at *Canton*, was from that letter. Mr *Anson*, then proceeded, and told him, that the subjects of the King of *Great-Britain* trading to *China* had complained to him, the Commodore, of the vexatious impositions both of the Merchants and inferior Custom-house officers, to which they were frequently necessitated to submit, by reason of the difficulty of getting access to the *Mandarines*, who alone could grant them redress: That it was his, Mr *Anson*'s, duty, as an officer of the King of *Great-Britain*, to lay before the Viceroy these grievances of the *British* subjects, which he hoped the Viceroy would take into consideration, and would give orders, that hereafter there should be no just reason for complaint. Here Mr *Anson* paused, and waited some time in expectation of an answer; but nothing being said, he asked his interpreter if he was certain the Viceroy understood what he had urged; the interpreter told him, he was certain it was understood, but he believed no reply would be made

made to it. Mr *Anſon* then repreſented to the Viceroy the caſe of the ſhip *Haſlingfield*, which, having been diſmaſted on the coaſt of *China*, had arrived in the river of *Canton* but a few days before. The people on board this veſſel had been great ſufferers by the fire; the Captain in particular had all his goods burnt, and had loſt beſides, in the confuſion, a cheſt of treaſure of four thouſand five hundred *Tahel*, which was ſuppoſed to be ſtolen by the *Chineſe* boat-men. Mr *Anſon* therefore deſired that the Captain might have the aſſiſtance of the Government; as it was apprehended the money could never be recovered without the interpoſition of the *Mandarines*. And to this requeſt the Viceroy made anſwer, that in ſettling the Emperor's cuſtoms for that ſhip, ſome abatement ſhould be made in conſideration of her loſſes.

And now the Commodore having diſpatched the buſineſs with which the officers of the *Eaſt-India* Company had entruſted him, he entered on his own affairs; acquainting the Viceroy, that the proper ſeaſon was already ſet in for returning to *Europe*, and that he wanted only a licence to ſhip off his proviſions and ſtores, which were all ready; and that as ſoon as this ſhould be granted him, and he ſhould have gotten his neceſſaries on board, he intended to leave the river of *Canton*, and to make the beſt of his way for *England*. The Viceroy replied to this, that the licence ſhould be immediately iſſued, and that every thing ſhould be ordered on board the following day. And, finding that Mr *Anſon* had nothing farther to inſiſt on, the Viceroy continued the converſation for ſome time, acknowledging in very civil terms how much the *Chineſe* were obliged to him for his ſignal ſervices at the fire, and owning

that

that he had ſaved the city from being deſtroyed: Then obſerving that the *Centurion* had been a good while on their coaſt, he cloſed his diſcourſe, by wiſhing the Commodore a proſperous voyage to *Europe*. After which, the Commodore, thanking him for his civility and aſſiſtance, took his leave.

As ſoon as the Commodore was out of the hall of audience, he was much preſſed to go into a neighbouring apartment, where there was an entertainment provided; but finding, on enquiry, that the Viceroy himſelf was not to be preſent, he declined the invitation, and departed, attended in the ſame manner as at his arrival; only on his leaving the city he was ſaluted by three guns, which are as many as in that country are ever fired on any ceremony. Thus the Commodore, to his great joy, at laſt finiſhed this troubleſome affair, which, for the preceding four months, had given him much diſquietude. Indeed he was highly pleaſed with procuring a licence for the ſhipping off his ſtores and proviſions; as thereby he was enabled to return to *Great-Britain* with the firſt of the monſoon, and to prevent all intelligence of his being expected: But this, though a very important point, was not the circumſtance which gave him the greateſt ſatisfaction; for he was more particularly attentive to the authentic precedent eſtabliſhed on this occaſion, by which his Majeſty's ſhips of war are for the future exempted from all demands of duty in any of the ports of *China*.

In purſuance of the promiſes of the Viceroy, the proviſions were begun to be ſent on board the day ſucceeding the audience; and, four days after, the Commodore embarked at *Canton* for the *Centurion*. And now all the preparations for putting to ſea were purſued with ſo much vigilance, and were ſo ſoon compleated,

compleated, that the 7th of *December*, the *Centurion* and her prize unmoored, and ſtood down the river, paſſing through the *Bocca Tigris* on the 10th. On this occaſion I muſt obſerve, that the *Chineſe* had taken care to man the two forts, on each ſide of that paſſage, with as many men as they could well contain, the greateſt part of them armed with pikes and match-lock muſquets. Theſe garriſons affected to ſhew themſelves as much as poſſible to the ſhips, and were doubtleſs intended to induce Mr *Anſon* to think more reverently than he had hitherto done of the *Chineſe* military power: For this purpoſe they were equipped with extraordinary parade, having a great number of colours expoſed to view; and on the caſtle in particular there was laid conſiderable heaps of large ſtones: and a ſoldier of unuſual ſize, dreſſed in very ſightly armour, ſtalkt about on the parapet with a battle-ax in his hand, endeavouring to put on as important and martial an air as poſſible, though ſome of the obſervers on board the *Centurion* ſhrewdly ſuſpected, from the appearance of his armour, that inſtead of ſteel, it was compoſed only of a particular kind of glittering paper.

The *Centurion* and her prize being now without the river of *Canton*, and conſequently upon the point of leaving the *Chineſe* juriſdiction, I beg leave, before I quit all mention of the *Chineſe* affairs, to ſubjoin a few remarks on the diſpoſition and genius of that celebrated people. And though it may be ſuppoſed, that obſervations made at *Canton* only, a place ſituated in a corner of the Empire, are very imperfect materials on which to found any general concluſions; yet as thoſe who have had opportunities of examining the inner parts of the country, have been evidently influenced by very ridiculous pre-

poſſeſſions,

poſſeſſions, and as the tranſactions of Mr *Anſon* with the Regency of *Canton* were of an uncommon nature, in which many circumſtances occurred, different perhaps from any which have happened before; I hope the following reflections, many of them drawn from theſe incidents, will not be altogether unacceptable to the reader.

That the *Chineſe* are a very ingenious and induſtrious people, is ſufficiently evinced, from the great number of curious manufactures which are eſtabliſhed amongſt them, and which are eagerly ſought for by the moſt diſtant nations; but though ſkill in the handicraft arts ſeems to be the moſt valuable qualification of this people, yet their talents therein are but of a ſecond rate kind; for they are much outdone by the *Japaneſe* in thoſe manufactures, which are common to both countries; and they are in numerous inſtances incapable of rivalling the mechanic dexterity of the *Europeans*. Indeed, their principal excellency ſeems to be imitation; and they accordingly labour under that poverty of genius, which conſtantly attends all ſervile imitators. This is moſt conſpicuous in works which require great truth and accuracy; as in clocks, watches, fire-arms, *&c.* for in all theſe, though they can copy the different parts, and can form ſome reſemblance of the whole, yet they never could arrive at ſuch a juſtneſs in their fabric, as was neceſſary to produce the deſired effect. If we paſs from thoſe employed in manufactures to artiſts of a ſuperior claſs, as painters, ſtatuaries, *&c.* in theſe matters they ſeem to be ſtill more defective; their painters, though very numerous and in great eſteem, rarely ſucceeding in the drawing or colouring of human figures, or in the grouping of large compoſitions; and though in flowers

flowers and birds their performances are much more admired, yet even in theſe, ſome part of the merit is rather to be imputed to the native brightneſs and excellency of the colours, than to the ſkill of the painter; ſince it is very unuſual to ſee the light and ſhade juſtly and naturally handled, or to find that eaſe and grace in the drawing, which are to be met with in the works of *European* artiſts. In ſhort, there is a ſtiffneſs and minuteneſs in moſt of the *Chineſe* productions, which are extremely diſpleaſing: And it may perhaps be truly aſſerted, that theſe defects in their arts are entirely owing to the peculiar turn of the people, amongſt whom nothing great or ſpirited is to be met with.

If we next examine the *Chineſe* literature, (taking our accounts from the writers, who have endeavoured to repreſent it in the moſt favourable light) we ſhall find, that on this head their obſtinacy and abſurdity are moſt wonderful: Since though, for many ages, they have been ſurrounded by nations, to whom the uſe of letters was familiar, yet they, the *Chineſe* alone, have hitherto neglected to avail themſelves of that almoſt divine invention, and have continued to adhere to the rude and inartificial method of repreſenting words by arbitrary marks; a method, which neceſſarily renders the number of their characters too great for human memory to manage, makes writing to be an art that requires prodigious application, and in which no man can be otherwiſe than partially ſkilled; whilſt all reading, and underſtanding of what is written, is attended with infinite obſcurity and confuſion; as the connexion between theſe marks, and the words they repreſent, cannot be retained in books, but muſt be delivered down from age to age by oral tradition: And how uncertain

certain this muſt prove in ſuch a complicated ſubject, is ſufficiently obvious to thoſe who have attended to the variation which all verbal relations undergo, when they are tranſmitted through three or four hands only. Hence it is eaſy to conclude, that the hiſtory and inventions of paſt ages, recorded by theſe perplexed ſymbols, muſt frequently prove unintelligible; and conſequently the learning and boaſted antiquity of the nation muſt, in numerous inſtances, be extremely problematical.

However, we are told by many of the Miſſionaries that tho' the ſkill of the *Chineſe* in ſcience is confeſſedly much inferior to that of the *Europeans*; yet the morality and juſtice taught and practiſed by them are moſt exemplary: So that from the deſcription given by ſome of theſe good fathers, one ſhould be induced to believe, that the whole Empire was a well-governed affectionate family, where the only conteſts were, who ſhould exert the moſt humanity and ſocial virtue. But our preceding relation of the behaviour of the Magiſtrates, Merchants, and Tradeſmen, at *Canton*, ſufficiently refutes theſe jeſuitical fictions. Beſide, as to their theories of morality, if we may judge from the ſpecimens exhibited in the works of the Miſſionaries, we ſhall find them frequently employed in recommending ridiculous attachments to certain frivolous points, inſtead of diſcuſſing the proper criterion of human actions, and regulating the general conduct of mankind to one another, on reaſonable and equitable principles. Indeed, the only pretenſion of the *Chineſe* to a more refined morality than their neighbours is founded, not on their integrity or beneficence, but ſolely on the affected evenneſs of their demeanor, and their conſtant attention to ſuppreſs all ſymptoms

of

of paſſion and violence. But it muſt be conſidered, that hypocriſy and fraud are often not leſs miſchievous to the general intereſts of mankind, than impetuoſity and vehemence of temper: Since theſe, though uſually liable to the imputation of imprudence, do not exclude ſincerity, benevolence, reſolution, nor many other laudable qualities. And perhaps, if this matter was examined to the bottom, it would appear, that the calm and patient turn of the *Chineſe*, on which they ſo much value themſelves, and which diſtinguiſhes the Nation from all others, is in reality the ſource of the moſt exceptionable part of their character; for it has been often obſerved by thoſe who have attended to the nature of mankind, that it is difficult to curb the more robuſt and violent paſſions, without augmenting, at the ſame time, the force of the ſelfiſh ones: So that the timidity, diſſimulation, and diſhoneſty, of the *Chineſe*, may, in ſome ſort, be owing to the compoſure and external decency, ſo univerſally prevailing in that Empire.

Thus much for the general diſpoſition of the people: But I cannot diſmiſs this ſubject, without adding a few words about the *Chineſe* Government, that too having been the ſubject of boundleſs panegyric. And on this head I muſt obſerve, that the favourable accounts often given of their prudent regulations for the adminiſtration of their domeſtic affairs, are ſufficiently confuted by their tranſactions with Mr *Anſon*: As we have ſeen that their Magiſtrates are corrupt, their people thieviſh, and their tribunals venal, and abounding with artifice. Nor is the conſtitution of the Empire, or the general orders of the State, leſs liable to exception: Since that form of Government, which does not in the firſt

place

place provide for the ſecurity of the public againſt the enterprizes of foreign powers, is certainly a moſt defective inſtitution: And yet this populous, this rich and extenſive country, ſo pompouſly celebrated for it's refined wiſdom and policy, was conquered about an age ſince by a handful of *Tartars*; and even now, through the cowardice of the inhabitants, and the want of proper military regulations, it continues expoſed not only to the attempts of any potent State, but to the ravages of every petty Invader. I have already obſerved, on occaſion of the Commodore's diſputes with the *Chineſe*, that the *Centurion* alone was an overmatch for all the naval power of that Empire: This perhaps may appear an extraordinary poſition; but to render it unqueſtionable, there is exhibited in the forty-ſecond plate the draught of two of the veſſels made uſe of by the *Chineſe*. The firſt of theſe marked (A), is a junk of about a hundred and twenty tuns burthen, and was what the *Centurion* hove down by; theſe are moſt uſed in the great rivers, though they ſometimes ſerve for ſmall coaſting voyages: The other junk marked (B), is about two hundred and eighty tuns burthen, and is of the ſame form with thoſe in which they trade to *Cochinchina*, *Manila*, *Batavia*, and *Japan*, though ſome of their trading veſſels are of a much larger ſize; it's head, which is repreſented at (C), is perfectly flat; and when the veſſel is deep laden, the ſecond or third plank of this flat ſurface is oft-times under water. The maſts, ſails, and rigging of theſe veſſels are ruder than the built; for their maſts are made of trees, no otherwiſe faſhioned than by barking them, and lopping off their branches. Each maſt has only two ſhrouds of twiſted rattan, which are often both ſhifted to the weather-ſide; and the halyard, when

the yard is up, ſerves inſtead of a third ſhroud. The ſails are of matt, ſtrengthened every three feet by an horizontal rib of bamboo; they run upon the maſt with hoops, as is repreſented in the figure, and when they are lowered down, they fold upon the deck. Theſe traders carry no cannon; and it appears, from this whole deſcription, that they are utterly incapable of reſiſting any *European* armed veſſel. Nor is the State provided with ſhips of conſiderable force, or of a better fabric, to protect their merchantmen: For at *Canton*, where doubtleſs their principal naval power is ſtationed, we ſaw no more than four men of war junks, of about three hundred tuns burthen, being of the make already deſcribed, and mounted only with eight or ten guns, the largeſt of which did not exceed a four pounder. This may ſuffice to give an idea of the defenceleſs ſtate of the *Chineſe* Empire. But it is time to return to the Commodore, whom I left with his two ſhips without the *Bocca Tigris*, and who, on the 12th of *December*, anchored before the town of *Macao*.

Whilſt the ſhips lay here, the Merchants of *Macao* finiſhed their purchaſe of the galeon, for which they refuſed to give more than 6000 dollars; this was greatly ſhort of her value, but the impatience of the Commodore to get to ſea, to which the Merchants were no ſtrangers, prompted them to inſiſt on theſe unequal terms. Mr *Anſon* had learnt enough from the *Engliſh* at *Canton* to conjecture, that the war with *Spain* was ſtill continued; and that probably the *French* might engage in the aſſiſtance of *Spain*, before he could arrive in *Great Britain*; and therefore, knowing that no intelligence could come to *Europe* of the prize he had taken, and the treaſure he had on board, till the return of the merchant-

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men from *Canton*, he was reſolved to make all poſſible expedition in getting back, that he might be himſelf the firſt meſſenger of his own good fortune, and might thereby prevent the enemy from forming any projects to intercept him: For theſe reaſons, he, to avoid all delay, accepted of the ſum offered for the galeon; and ſhe being delivered to the Merchants the 15th of *December*, 1743, the *Centurion*, the ſame day, got under ſail, on her return to *England*. On the 3d of *January*, ſhe came to an anchor at *Prince's Iſland* in the Streights of *Sunda*, and continued there wooding and watering till the 8th; when ſhe weighed and ſtood for *The Cape of Good Hope*, where on the 11th of *March*, ſhe anchored in *Table-bay*.

The Cape of Good Hope is ſituated in a temperate climate, where the exceſſes of heat and cold are rarely known; and the *Dutch* inhabitants, who are numerous, and who here retain their native induſtry, have ſtocked it with prodigious plenty of all ſorts of fruits and proviſions; moſt of which, either from the equality of the ſeaſons, or the peculiarity of the ſoil, are more delicious in their kind than can be met with elſewhere: So that by theſe, and by the excellent water which abounds there, this ſettlement is the beſt provided of any in the known world, for the refreſhment of ſeamen after long voyages. Here the Commodore continued till the beginning of *April*, highly delighted with the place, which by it's extraordinary accommodations, the healthineſs of it's air, and the picturesque appearance of the country, the whole enlivened too by the addition of a civilized colony, was not diſgraced on a compariſon with the vallies of *Juan Fernandes*, and the lawns of *Tinian*. During his ſtay he entered about forty new men; and having, by the 3d of *April*, 1744, compleated

his water and provision, he, on that day, weighed and put to ſea. The 19th of *April* they ſaw the Iſland of *St Helena*, which however they did not touch at, but ſtood on their way; and arriving in ſoundings, about the beginning of *June*, they, on the 10th of that month, ſpoke with an *Engliſh* ſhip bound for *Philadelphia*, from whom they received the firſt intelligence of a *French* war. By the 12th of *June* they got ſight of the *Lizard*; and the 15th, in the evening, to their infinite joy, they came ſafe to an anchor at *Spithead*. But that the ſignal perils, which had ſo often threatened them in the preceding part of the enterprize, might purſue them to the very laſt, Mr *Anſon* learnt on his arrival, that there was a *French* fleet of conſiderable force cruiſing in the chops of the Channel, which, from the account of their poſition, he found the *Centurion* had ran through, and had been all the time concealed by a fog. Thus was this expedition finiſhed, when it had laſted three years and nine months; after having, by it's event, ſtrongly evinced this important truth, That though prudence, intrepidity, and perſeverance united, are not exempted from the blows of adverſe fortune; yet in a long ſeries of tranſactions, they uſually riſe ſuperior to it's power, and in the end rarely fail of proving ſucceſsful.

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